

INLAND



SEAS

QUARTERLY BULLETIN OF THE
GREAT LAKES HISTORICAL SOCIETY

VOLUME 2

OCTOBER ★ 1946

NUMBER 4

INLAND SEAS is the bulletin of the Great Lakes Historical Society, an organization sponsored by the Cleveland Public Library. It is published quarterly, with the cooperation of library staff members, at 325 Superior Avenue, Cleveland 14, Ohio.

Entered as second-class matter October 1, 1946 at the post office at Cleveland, Ohio, under the Act of August 24, 1912, as amended by the Act of March 3, 1933.

The Editorial Board

FRED LANDON
Associate Professor of History and Librarian
of the University of Western Ontario,
London, Ontario.

GORDON W. THAYER
Assistant to the Director and Curator of
the John G. White Collection,
Cleveland Public Library.

DONNA L. ROOT, *Managing Editor*
Head of the Division of History, Biography
and Travel, Cleveland Public Library,
Cleveland, Ohio.

Advisors

JEWELL R. DEAN
Marine Editor, *Cleveland Plain Dealer*.

JOHN W. LOVE
Business Columnist, *Cleveland Press*.

CLYDE E. FEUCHTER
American Education Press, Inc.,
Columbus, Ohio.

LYON N. RICHARDSON
Professor of English and Director of the
University Libraries, Western Reserve
University, Cleveland, Ohio.

I. S. METCALF
Francis R. Morison, Advertising,
Cleveland, Ohio:

MARIE E. GILCHRIST
Associate Editor, *The Reader's Digest*,
Cleveland, Ohio.

WALTER MUIR WHITEHILL
Editor of *The American Neptune*,
Librarian of The Boston Athenaeum,
Boston, Massachusetts.

ELLEINE H. STONES
Chief of the Burton Historical Collection,
The Public Library,
Detroit, Michigan.

The subscription rate to INLAND SEAS is \$5.00 annually and includes membership in the Great Lakes Historical Society. Articles and pictures relating to the history, description, natural resources, industries or transportation of the Great Lakes will be welcomed for publication. No responsibility for statements made by the authors will be assumed. Material should be addressed to the Managing Editor.

Printed in U. S. A.

Inland Seas




QUARTERLY BULLETIN OF THE
GREAT LAKES HISTORICAL SOCIETY

VOLUME 2
NUMBER 4

OCTOBER ★ 1946

Contents

	<i>Page</i>
Abigail Becker, Heroine of Long Point, Lake Erie, by <i>Roy F. Fleming</i>	219
Glamantic Yantic, by <i>Bert C. Brennan</i>	224
Some Summer Observations, by <i>I. S. H. Metcalf</i>	232
Repetitive, by <i>Stellanova Osborn</i>	235
The Big Blow, by <i>T. O'Meara</i>	236
The Jackson Mine and Negaunee, Michigan, by <i>R. A. Brotherton</i>	240
History of the Cleveland & Buffalo Transit Company (Part II), by <i>A. T. Zillmer</i>	257
The Dedication of Isle Royale National Park, by <i>Donna L. Root</i> .	266
The Yankcanuck, by <i>Roger M. Jones</i>	270
Marine Intelligence of Other Days	272
Great Lakes Calendar, by <i>Jewell R. Dean</i>	273
Notes	276
The Convict Ship <i>Success</i>	
Another <i>Columbia</i>	
An Honored G.L.H.S. Member	
Dr. Fuller Retires	
Lighthouses	
What Is a Ship?	
The Grandee Again	
Great Lakes Pictures	
Great Lakes Pioneers in Medicine	
Washington Island	
George E. Hardy	
Lake Erie Erosion	
Isle Royale	
The Great Lakes in Print	282
This Month's Contributors	283
Questions and Answers	283
Book Reviews	284



Abigail Becker, Heroine of Long Point, Lake Erie

By ROY F. FLEMING

IF ABIGAIL BECKER had not been endowed with great strength and agility of body as well as with a most courageous spirit, she could never have performed the heroic feats of life saving which she did, on the shore of Lake Erie in late November, 1854.

With her husband and children this woman lived at that time on the east side of Long Point, Lake Erie, about three or four miles from the mainland. This long isthmus of low-lying land reaches out from the Canadian shore nearly twenty miles to the south-east, and near its terminal stood then the tall wooden lighthouse, erected in 1843, which cast its friendly ray on the Becker home as well as far out over the lake to guide vessels on their way.

Mother Becker was a real pioneer of the shore. Her home was a weather-beaten cottage built of logs and driftwood; her nearest neighbors were many miles away; while Port Rowan was far to the east. She shared with her husband many of the duties of making a precarious living, in fishing, trapping, beach-combing, and gardening. Standing hearty and strong, six feet tall in her bare feet (for she seldom had shoes to wear) she could delve in the soil, hunt for game, fish in the waters, row, swim, or dive, as she might have need or pleasure.

On that stormy night of November 24, 1854, Abigail slept alone with her children in their little home by the shore. The father had not returned from Port Rowan where he had gone for supplies and remained over-night storm stayed. Snow had come too with the storm, dimming out the Long Point light; and the waves could be heard lashing loudly on the beach.

At the first glimmer of dawn the anxious mother arose to tend to her household. She lighted a fire on the hearth, and then with bucket in hand went down to the shore to draw water. On looking up she noticed to her surprise an upturned yawl-boat by the shore, driven in during the night.

"Some ship has been wrecked in the storm," she said to herself. Then on looking out on the bay, the truth of her remark became evident, for there about a half mile from where she stood was a wrecked

schooner sunk on a sandbar with its decks awash and its masts and tattered sails swaying in the wind. On closer inspection she could see several men lodged in the rigging, hanging on as the masts swung back and forth in the gale.

"Something must be done," she said, "to save those poor sailors from drowning or from freezing to death."

With all haste she returned to her cottage to arouse her little ones —

"Sped Mother Becker, 'Children, wake;
A ship's gone down, they're needing me;
Your father's off on shore; the lake
Is just a raging sea' " *

Abigail then went down the shore opposite to the wreck, and waved her arms to the marooned sailors to show them that she saw them. They waved back to show that they understood.

"Courage! Courage!" she called to them through her trumpeted hands; "hang on, and I'll try to get you help."

The woman then examined the yawl-boat to see if it could be used, but found on turning it over that one side was staved in, rendering it useless. She looked along the mainland to the east to see if her husband might be returning with the boat, but there was no sight of him. She thought of seeking help from the lighthouse, but she knew that meant a journey of fourteen miles. She was alone, and could see no way of saving the men.

However, with the sense and instinct of a pioneer of the shore, the good woman hauled some logs and branches together on the beach and lighted a fire. This was to encourage the men and provide warmth for them in case they could get ashore. She thought of making a raft to aid in the rescue but there was little at hand with which to construct it. She then walked up and down the shore hoping the storm would ease and that perhaps some help might come from somewhere.

On viewing the sailors in the rigging, she was glad to note they had on their great coats giving some protection from the wind and cold.

"Keep up your courage; hang on; hang on;" she shouted many times to the poor unfortunates. "Help will come yet, the storm may go down."

Noon came; two o'clock came; four o'clock; evening was fast approaching; the wind had lessened some, but no help had arrived.

"They cannot live another night on that ship," the woman said to herself, "they will all be dead by morning. Their only chance for life is for them to try to swim for shore."

* *Abigail Becker*, by Amanda T. Jones.

"You'll have to *swim, swim, swim,*" the woman called, "and I will help you land; you'll have to *swim.*"

It was a long distance to swim; the water was cold; the waves were still strong; only powerful swimmers could hope to come through.

At last one of the men could be seen sliding down the mast and standing on a timber. Then he shed his heavy coat and leaped into the water aiming for shore. He made headway, slowly, little by little; the head could be seen bobbing up and down, sometimes out of sight; sometimes a wave went right over him.

Abigail on shore anxiously watched the brave man. "Come on; come on;" she called often to him, "keep going; don't give up; I'll help you land; keep going!"

Just as the swimmer was about to touch shore the undertow suddenly swept him back into the deeper water; his strength was spent, and he sank. The waiting woman then leaped out into the water, grabbed the helpless man round the body and carried him ashore, alive and safe.

She placed him by the fire; put warm blankets about him and gave him hot tea which she had ready in the big tin-pot. The man soon revived and could talk a little.

"Are you the Captain?" the woman asked.

"Yes, Robert Hackett, once of the Hebrides; my schooner the *Conductor* loaded with grain for Buffalo sank on the sand bar there. In the snow storm we couldn't see the Long Point light; we struck first near the outer point, drifted helpless and lodged there where you see us."

"How many in the crew?"

"There are five sailors and my mate Jerome, there in the rigging. I told the mate if I got through for him to come next, but if I didn't for them all to stay there for the night."

The stalwart mariner then stood up and waved to his comrades, "Come on, Jerome, come on; you try it first, while there is still light." The message seemed to reach, for soon mate Jerome took off his long coat and slid into the water. "He's a good swimmer," said Hackett, "I think he can make it."

The two watched the slowly moving figure making headway little by little. Sometimes he was washed back, and for a time it seemed as if he had given up; but he kept on. At last he reached the undertow area.

"I will help him make shore," said the Captain, and thrusting back the woman, he leaped in to save his struggling mate. But in an instant both men went under out of sight.

It was then our brave woman acted her part. Unafraid and unhesitating she dived into the maelstrom to seek the two drowning men.

As described in Amanda T. Jones' poem, —

“She sought the men, she sought them far,
Three fathoms down she gripped them tight,
With both together up the bar
She staggered into sight.”

The powerful able woman hauled the two helpless figures out of the surf, bringing them safely on shore; then helped them to the fire to revive and get warm. This brave Amazon of the lakeshore had matched her strength against the raging elements and had won.

As the other men on the ship saw that their officers had made shore, they too made ready to swim. Through the gathering darkness but with lessening wind, the men made headway through the water. As each one came in, Abigail went out a piece in the water to meet him. And soon all seven mariners were safe on land.

The good woman next helped the rescued ones into her little home where food was given them. All gave thanks to God for their delivery from the jaws of death.

Two days later the revived mariners left to go to the lighthouse to be picked up by a passing vessel.

“May God keep you and bless you,” they said in farewell, “to you, the Guardian Angel of Long Point Bay, we owe our lives.”

“I have done nothing more than my duty,” was Abigail's humble reply.

The noble deeds of Abigail Becker, in saving the lives of the crew of the schooner *Conductor* at that isolated part of Lake Erie's shore, would have perhaps passed unknown to the outside world, had it not been that a certain benevolent gentleman passed that way soon after. This was Captain E. P. Dorr of Buffalo, New York, who came to the Long Point lighthouse seeking information of his lost ship. There he learned from the keepers the story of Mother Becker's saving the crew of the *Conductor*.

So on his way back the visitor called at the Becker cottage to learn further of this wonderful rescue of the men. The captain was so impressed with the worthiness of the good woman and the humble part she ascribed to herself in the life saving that he determined her good deeds should not pass unrecognized.

Noting the poverty of the home and the entire absence of shoes to wear, he measured the feet of the mother and children, and departed. Some weeks later a great box of clothes and shoes arrived at the Becker home; and in a special wrapping there was a beautiful Bible inscribed in letters of gold:

"TO ABIGAIL BECKER,
Life Saver of Long Point, Lake Erie,
November 1854."

But not content with this kindly act, the Captain did still more. A few weeks after that, Mrs. Becker and her eldest daughter were brought to Buffalo for further honors. At the American Hotel with the aid of the proprietor, Mr. Hodge, a dinner was given by the Seamen's Union in honor of this Canadian life saver of Long Point. A purse of one thousand dollars in gold was presented to her and also a life-saving medal by the Life Saving Association of New York. (This honor was given by this Association because of Mate Jerome and one sailor of the *Conductor* being Americans.) May we note with satisfaction the great bond of sympathy and fellowship that united the brotherhood of the two shores of the international Great Lakes of North America.

Canada also helped in paying tribute to our heroine. That winter before the Canadian Parliament then meeting at Quebec City, a member read to the assembly a newspaper item telling of the honors done to Abigail Becker in Buffalo. A motion was passed by which a hundred acre farm in Norfolk County near Long Point was given to the woman in recognition of her noble work of life saving.

Abigail Becker lived to old age, with her second husband Henry Rohrer, on the farm she had been given and in the house bought with part of the purse of gold. And when the good woman died in 1905 this Grace Darling of Lake Erie was honored with a civic funeral. Her portrait hangs today in the Abigail Becker Ward of Simcoe Town Hospital, with her lifesaving medal on her breast and Captain Dorr's gift Bible resting on her lap.

The story of Abigail Becker's life is told in a booklet by her daughter Eleanor Rohrer; the tale of her life saving was written for the *Atlantic Monthly* by John G. Whittier; and the spirited poem descriptive of the event by Amanda T. Jones is contained in several collections of American poetry in our libraries.

Glamantic Yantic

By BERT C. BRENNAN

THE YANTIC

By John Barr

In the Offing

Bravely buffeting the swells
At passing steamers.
Valiantly, where danger dwells
Flaunting patriotic streamers.

Proudly scoffing

At the blood-red flag of
Windsor, with its hundred years
Of battle that they brag of,
Unknown to fears,
Floats the gigantic,

YANTIC

In fine disdain

She breasts the sullen swirling
Tide, and nods across the line
As if a saucy challenge hurling
To lovers of good wine.

As bright champaign,

For now the pop of opening bottle,
In prime condition,
Instead of booming cannon shot'll
Greet the ear. Ammunition
In glass, is stored.

On board.

SO RUNS an old ballad about the "darling of the Navy," the *Yantic*. Throughout 32 years service on salt water and her remaining 33 years on the Great Lakes, the U.S.S. *Yantic* had seen three wars come and go. She had outfought hurricanes, tropical heat and storms; had outsmarted tricky ice fields, cold Arctic blasts; and had lived to taste warm American blood splattered on her decks. Today, the glamorous *Yantic's* record still shines brightly in the Navy's chronicle.

Ordered home in 1897 with the view of retiring her from service, she was reassigned, then stricken from the Navy list and ordered sold July 14, 1919. She was withdrawn from sale and assigned to the Detroit Naval Force on December 31, 1919. Again she was ordered out of commission on June 1, 1926, but not stricken from the Navy Register until May 9, 1930. This tells a small part of the 65-year struggle of the bark rigged ship to remain active in the service of Uncle Sam.

Named after a river in Connecticut which flows through New London County and empties into the Thames estuary, the *Yantic* (an Indian word meaning "extending to the tidal river") was originally constructed in 1864 to be used as President Lincoln's yacht. By the time she was completed, there was greater need for fighting ships than pleasure craft, so she was fitted out as a gunboat, and sent in search of the Confederate commerce destroyers *Tallahassee* and *Chicka-*

mauga. After two months of fruitless searching, she was assigned to the blockading fleets.

Her baptism of fire occurred when she joined the largest fleet that had ever sailed under the Union flag. The attack was to be on rebellion-held Fort Fisher, North Carolina. On December 18, 1864, the lines formed and proceeded to the rendezvous 25 miles east of the fort and a distance of 50 miles from Beaufort Roads, their supply base. Severe storms scattered the clumsy formation and the troop carriers (it was to be an amphibious operation with army groups intending to land to take over the fort) returned to Beaufort Roads for water. Nevertheless, the Navy regrouped their ships and at 11:30 A. M., the day before Christmas, the signal was made to engage the fort.

The new *Ironsides* took the lead position and the run was made. Although the guns from the fort answered the Navy's fire, not many shells hit the ships, but the firing from the ships became a veritable target practice. At sunset, with the transports nowhere in sight, the lines withdrew to plan further action. Recapitulation of the battle showed that casualties had been suffered although not from the enemy guns. A boiler exploded aboard the *Mackinaw*, killing one man and wounding another. The remaining casualties were entirely from the bursting of the new 100-pound Parrot rifles. On board the *Yantic* one officer and one man were mortally wounded and three crew members were slightly wounded. Other ships losing men in this action were the *Ticonderoga*, eight killed, eleven wounded, and the *Juniata*, five killed and eight wounded.

On January 12, 1865, led by the *Brooklyn* and with the *Yantic* in the first line of ships, the battle began again and the fort finally surrendered on the 15th. This time the transports were on hand, and took over. Two men were killed and one wounded on this occasion aboard the *Yantic*. She later took part in the attack on and capture of Fort Anderson, North Carolina. This action took place from the 17th-19th of February, 1865.

From that time on, this "belle of the Navy" with her three towering masts, her yacht-like lines with a well deck and plenty of sheer, her elongated, hand carved stem (which at one time had to be cut off 15 feet to get through the Welland Canal), her wide-spreading yard-arms and rakish lines, roamed the seven seas, dropping her anchor in practically every known naval station of her time. Although she had a small steam engine, the *Yantic* used her billowing sails as much as possible for power. The story is told that the day she slipped down to sea on the Delaware River from her birthplace at the Philadelphia navy yards, with all her kites flying and a brisk wind pushing her, old

sailors declared that she was the prettiest thing that ever had been seen in those waters. For many years she was known as the "yacht" of the navy. Her captain's quarters, which were intended for a president, were more spacious and luxurious than those on many larger ships.

Numerous and sundry were the duties that the little 180-foot *Yantic* was called upon to perform thereafter. After cruising in the West Indies, South American and Asiatic waters, she took part in the celebration attending the unveiling of the Farragut statue in Washington, D. C., April 25, 1881. Still in a celebrating mood during September, she took part in the centennial of the Battle of Groton Heights, and gave further honors in the celebration of the surrender of Yorktown which was held on October 19-24.

But she had her serious moments as well. Official documents show that at one time she found herself at Progreso, Yucatan, for the purpose of an inquiry into the circumstances of the detention of the American bark *Acacia*.

Although official records fail to mention the incident, she once was charged with almost starting a war. The following story was printed in the *Detroit Saturday Night*, May 6, 1922.

"The *Yantic* once almost started a war, despite her small size and light armament. She was sent down to Port au Prince, Haiti, to investigate the seizure by the local government of a ship named *Haitian Republic*. Her captain, Lieutenant Commander Oscar F. Heyerman, demanded that the steamer be released and failing to receive prompt obedience cleared his ship for action and notified the Haitians that he would bombard the town if they did not comply with his orders by a certain hour. That brought the 'spigs' to time and Heyerman sent a crew aboard the *Haitian Republic*. It was found that her winch had been so badly damaged that it was necessary to hoist the anchor by hand. The harbor was very foul in those days and yellow fever broke out among the sailors who got up the anchor. Lieutenant Commander Heyerman put in to Santiago de Cuba for a diagnosis of the epidemic and upon learning what it was at once headed his ship for northern waters. The result of his prompt action was that all but two of his crew pulled through."

Another similar incident is recorded during the Brazilian revolution in 1894. In consequence of the unstable situation arising from a successful revolution, Rear Admiral Benham at Rio de Janeiro was called upon to assemble a powerful American squadron. This he eagerly executed and had present in his group two new cruisers, *New York* under Captain Phillips and *San Francisco* under Captain Watson. Other cruisers were the *Charleston*, Captain Picking; *Newark*, Captain

Terry; *Detroit*, Commander Brownson, besides the gunboat *Yantic* under Commander Ackley.

The Brazilian navy, then in possession of the revolutionists, forbade American clippers and merchant ships from going to the city piers under the penalty of being fired on. Benham geared his squadron for action while the merchant ships, following his suggestion, ignored the restriction and began moving in under the face of threatening movements of a Brazilian man-of-war. One of the enemy cruisers let go a warning shot, whereupon Brownson on the *Detroit* answered with a volley across her bow and took his ship between two Brazilian vessels prepared to sink both. This decisive action was sufficient to stabilize the situation, and Benham and Brownson were commended for their vigorous and successful protection of American commerce.

Undoubtedly one of the strangest and most exciting tasks befell the romantic *Yantic* in June 1883, when she was dispatched to the coast of Greenland as a tender to the steamer *Proteus*. In 1881, the *Proteus* had carried Lt. A. W. Greely, 5th U. S. Cavalry, with a party of 22 officers, soldiers and two Eskimos 1000 miles north of the Arctic circle and had dropped them there to study and observe magnetic and meteorological fields near the North Pole. Plans were made to visit the group the following year with supplies and reinforcements and in 1883 to effect the group's return. The relief expedition failed in 1882 to find Greely and his men, which necessitated the expedition the following year.

Mismanagement, plus misunderstanding of Army and Navy orders, topped with a foreign crew, stamped this enterprise as a failure. The *Proteus* preceded the *Yantic* and battered and pushed her way through Arctic icebergs and packs. Twice she failed to reach open water after coming within 400 yards of safety. She was finally crushed and the men took to the life boats. The gallant 593 ton *Yantic*, with her stout live African oak hull kept free from the jaws of the ice packs and plodded slowly on in search, now for the *Proteus* and her crew as well as Greely.

Unwittingly, the men in the lifeboats passed the *Yantic* twice in the darkness and journeyed in open boats for 800 miles before finally being rescued by the *Yantic*. Greely and six of the 25 starters were rescued a year later by the whaler *Bear*. During this tour of duty, the *Yantic* visited Disco, Upernavik and Littleton Island and hove into New York harbor late in September.

The year 1889 seems to have been a turbulent, hectic year for the staunch *Yantic*. According to accounts she encountered two hurricanes in the short space of three months, although one writer dismisses the

last blow by saying, "another time she lost a mast in a gale off Cape Hatteras."

The *Detroit Free Press* of December 8, 1897, records this as follows: "She had one experience in that line which came near being the last of her. In May, 1889, she was under Commander T. Rockwell and was ordered to leave New York and cruise along the coast. When 300 miles out she was struck by a hurricane and she had a hard time to weather it. She keeled over so that her foremast had to be cut away. The stick in falling carried away her main topmast and flying jib-booms. The forehold was filled with water and for several hours all hands were kept at the pumps. When the storm finally ended she was in a dilapidated condition, and set out for New York as best she could, only to run into another howling gale two days later. She at last made port, terribly battered."

Samoa, in March 1889, was the setting of the "real" hurricane in which little, if any, damage befell her. It is related, however, that two American vessels and two flying the German flag were lost in the ensuing tussle with nature. The commander of the *Yantic* saved her on this occasion by steaming out to sea. The remaining ships in the harbor were unable to hold with their anchors and engines against the force of the gale and floundered on the beach.

According to the book, the story of the *Yantic* would have been at an end near the turn of the century. Newer and faster ships were becoming plentiful and with more than 30 years of activity on her logs, it appeared as though the reliable *Yantic* was finally doomed. But it so happened during the summer of 1897 that the then young assistant secretary of the Navy, Theodore Roosevelt, cruised from Mackinaw to Detroit with members of the Michigan Naval Brigade on the U.S.S. *Michigan* (later *Wolverine*). Incidentally, this old side-wheeler was in the Great Lakes navy for many seasons. At that time, the Michigan Naval Reserves made their annual cruise aboard the *Michigan*, which was manned by a regular navy crew. With both crews aboard, much crowding was necessary and the cruise proved very unsatisfactory. Mr. Roosevelt's attention was directed to this matter and he promised to investigate possibilities of obtaining a navy ship for assignment to the Michigan Brigade. The result was the *Yantic*. At that time she was in the Charleston navy yards about to be placed out of commission, but was saved when the state of Michigan accepted her on a loan.

With members of the Michigan outfit scattered among her crew, the *Yantic* unfurled her canvas and sailed up the Atlantic coast from Boston to the St. Lawrence River, thence down to Montreal. Once

inside the river, the sails were replaced by her puffing 225-horsepower engine. Original orders provided for transfer and delivery at Erie, the United States naval station on the Great Lakes. But due to the expense of taking the ship through the various locks between Montreal and Lake Erie, and wishing to make the state of Michigan responsible for the safety of her, plans were devised to make the transfer at Montreal. Under the direction of F. W. Wheeler, of Bay City, a competent lake pilot, the *Yantic* was prepared for her journey through the short, shallow locks and canals. Before starting, 15 feet of her bow was severed and the bow bulkheaded at that point. Her four-foot keel was also lifted. The journey was a success after much flooding of the locks and pontooning her aft end over the more shallow canals. Finally, at 1 o'clock, the morning of December 8, 1897, she was slid into her dock at the foot of Chene street in Detroit.

A grand reception had been planned for her at Detroit. The naval militia had reserved the steamer *Promise* for the occasion and intended to meet the *Yantic* somewhere along her incoming route. A band had been rounded up, invitations had been sent to the governor, mayor, military greats, aldermen, steamboat men, or anyone who might be interested in taking a cold excursion out into Lake Erie to meet this ship of legend soon to become the pride of the Detroit sailors. Bucking hard winds and breasting a heavy swell, the *Yantic* was being towed by the tug *Boscobel* with the tug *Balize* doing the steering. The going was tough and slow and she was far behind her schedule. The *Promise* made the open lake and waited in vain for a glimpse of the *Yantic*. With darkness falling, she gave up and returned to Detroit to await there the entry of the *Yantic*.

Her forward end was replaced in the spring and she was again ready for duty. Shortly thereafter, the Spanish-American War was declared and her crew drew an assignment aboard the U.S.S. *Yosemite*. In passing, it might be mentioned that this crew was dubbed the "millionaire" crew due to the wealthy and prominent boys among them. Numerous names on her roster later became famous in the industrial and professional world. Truman H. Newberry and Edwin Denby, crew members, both became secretaries of the Navy. R. T. Brodhead, Captain, U.S.N.R. (Retired), another one of the boys, is still active in an official capacity at the Detroit Naval Armory. "Brody," as he is affectionately called, was an apprentice seaman back in '97 and came up the long hard way to be commander of the *Yantic* many years later.

The Michigan Naval Brigade proudly returned to their sturdy *Yantic* in 1899 and until 1907 she remained their boast and joy. At that time a larger ship was requested and granted. The old Spanish

ship *Don Juan de Austria*, which Dewey had chased up on the beach at Manila Bay, May 1, 1898, and later rebuilt at Hong Kong, was sent to Detroit as the replacement. With the arrival of the *Don*, the *Yantic* was ordered to Hancock, Michigan, where the Second Battalion, Michigan Naval Brigade, claimed her. She remained at that station until World War I, when she was assigned as a training ship for the many recruits at Great Lakes, Illinois. Her third war saw her performing yeomanlike service for her country.

After the close of World War I, the then Lieutenant Commander Richard T. Brodhead, fresh from active service, was assigned the mountainous task of reorganizing the naval forces in Michigan. The state had been deprived of the *Don Juan* because she was assigned to Atlantic duty during the war and afterwards not ordered back to Detroit. Once again, and this her final time, the *Yantic* was to return to Detroit. All that the Michigan boys were required to do was to go to Chicago and assume the responsibility of bringing her home.

Brody and some of his tars arrived at Chicago in the spring of 1920 only to find that the *Yantic* had been laid up during the past winter with a full boiler of water. A rugged cold winter had frozen and cracked the tubes so badly that numerous repairs were needed. As his men were being paid for active duty afloat and not while in drydock and he feared that the state of Michigan might withdraw its financial support during the repair period, Brodhead decided to move her to Detroit. Her boilers were beyond a doubt too far gone to risk firing them for her steam engines, so the converted yacht *Hawk* was borrowed from the Great Lakes station to act as a tug. Both craft were sorely in need of added crewmen, but Brody resolved to give her a try and the *Yantic* went in tow. The limping *Yantic* had a loose donkey engine able to furnish steam for steering and running her water pumps but this mechanism was insufficient, due to leaky boilers, to do both operations simultaneously, and she sorely needed both.

This bewildering convoy of the small *Hawk* towing the proud and crippled *Yantic*, which in her heyday could outrun most sailing clippers, smacked into a squall as soon as they cleared the Chicago breakwater. Between wind and rain, the *Yantic* began to ship water. Every sea that hit her would rush gallons of water through her gaping seams into the hold. At times to prevent her from floundering, the sailors would leave the wheel and man the hand pumps, then rush madly back and attempt to get her back on her course. The firemen were so anxious to keep a good head of steam up for the donkey engine that they overtaxed the firebox, causing the grate bars to give way entirely. This necessitated drawing the fire and repairing the grate with bricks.

The stout *Yantic* rode out the blow through the heroic efforts of the crew to keep her afloat. Some of her boys volunteered to go over her side in small dorys and nail canvas patches on her hull as she pitched and fought the elements. Going into the treacherous Straits of Mackinac, she again fouled up in a gale and this episode saw the gobs plugging her seams with wearing apparel, shoes, mattresses or anything capable of retarding the angry inrush of the sea. They limped into St. Ignace and in the haven of that port made enough minor repairs to keep her afloat for the remainder of the journey.

Lake Huron presented no difficulties and success was near when at St. Clair Flats, the *Hawk* broke down. With her tow, she drifted aimlessly through that freighter packed narrows, tying up many ships for miles in both directions. The *Hawk* finally regained her control and after five days of stiff going, gained her slip at Detroit.

The *Yantic's* machinery and hull were repaired and made shipshape in time to get in a few cruises in 1920. In seven summer cruises she covered a grand total of nearly 11,000 miles and provided excellent training facilities for many future sailors. The year 1922 saw the U.S.S. *Dubuque*, a tall, two-stacked gunboat, built for South American and Oriental river service, replacing the glamorous and romantic *Yantic* whose active sailing days were at an end. They berthed her at the foot of Townsend avenue, adjoining the Naval Reserve Armory, and she was used for seven more years as a heating plant for that building and the *Dubuque*, during the winter months.

Some time during the night of October 22, 1929, due to structural weaknesses, she settled on the bottom alongside her dock, her main deck awash. Shortly thereafter she was raised and stripped of everything of value, including her machinery and a few highly prized relics. Then on the morning of May 6, 1930, a former bugler who had served aboard her in her earlier years blew the requiem of taps. Fires were lighted and with smoke curling upward from her hold, a few of her old-timers trudged off her flaming decks for the final time. There this gallant sea-dog was allowed to die, many miles away and many years past from the time and place of her birth. With a probable 2,000,000 miles behind her, she had earned her rest.

Today her charred hull lies buried in Gabriel Richard Park just west of the present Detroit Naval Armory. On May 9, 1936, she was at last stricken from the *Navy Register*.

In June, 1936, the Historic Memorials Society of Detroit unveiled a bronze tablet at the Naval Armory commemorating the history of the glamantic U.S.S. *Yantic*.

Some Summer Observations

By I. S. H. METCALF

IN THE pleasant and easier days before the war, when many of us who now teach or attend school twelve months out of the year were able to read, study, or loaf at will during the summer, I spent a good deal of time exploring the shallow waters of Lake Erie in the region of Lakewood, Ohio, which was then my home. An interest in things biological, fostered as the result of certain elective courses in the public schools and college, was coupled with love for and curiosity about the lake water with its strange seiches, sudden squally storms, and "three-day blows." Like many of the more or less amphibious youths living near Rocky River I was in the water a great deal of the time, and if not actually in it, was on it.

In the hours spent in walking along the beaches or trolling for white bass I became interested in the habits and distribution of fishes, as well as in the possible causes for the large numbers of dead fish cast up on the shores in big storms. The ability to swim well, and especially to swim well under water, gave me a chance to observe some things which might have gone unnoticed from the boat. You who have read accounts of diving in clear lagoons, or who have ridden in glass-bottom boats, may know something about the loveliness of underwater scenery.

If one looks down over the side of a small boat into the green water several miles off shore, he will notice, especially during August and September, many golden brown flecks set off against the aquamarine background. These little flecks under the lens of a moderately powerful microscope turn out to be clusters of tiny floating plant cells, many of which display great beauty of detail. One of the more common kinds, called *Anabaena*, is a delicate little chain of translucent green spheres, while the diatom *Asterionella* has its dainty frustules arranged in a lacy five- or six-pointed star looking for all the world like a brown snowflake.

A few feet below the surface, in addition to these and many other floating algae, there is a whole population of swimming crustaceans. A fish-eye view through a good pair of underwater goggles shows these creatures as delicate, semi-transparent, dancing spots. If you get them in just the right light and against a suitable dark background, they display a surprising iridescence as they swim.

In the gray cloudiness of the warm effluent which rises to the surface from the drain of the Lakewood Disposal Plant to muddy the lake water, the numbers of these plankton organisms, the algae and crustaceans, increase tremendously. The algae are apparently nourished by the organic substances which the waste water contains, and the swimming crustaceans live upon the smaller algae, which show up in their transparent insides as thin green lines. It is this abundance of crustaceans which attracts large schools of minnows into the effluent, and, of course, the minnows in turn attract the larger fish. Thus this muddy spot in the lake, located about half a mile east from the mouth of Rocky River and about a half mile from shore, is one of the favorite spots of white bass fishermen in the locality. Similarly, wherever there is a river or sewer mouth emptying into the lake the fishing is apt to be good. Our cities, together with the run-off from rivers and streams, serve to enrich the water of the lake and the lake population benefits by this enrichment.

Many of us who live in the vicinity of Lakewood or Cleveland have heard remarks about the destructive pollution of the lake water by industry, and have heard that it is this which causes the death of so many nice pan-sized fish in the summer time. I have found reason to doubt these statements. During one summer I made several trips to the mouth of the dirty Cuyahoga and found that even between the very jetties which flank the entrance to the river, where the water is covered with grease, paint, and the worst kind of filth, a bolting cloth net drawn behind the boat a few inches below the surface would pick up an abundance of plankton organisms leading an apparently normal existence. It is well known that the small crustaceans, including the members of the genus *Daphnia* which occur regularly in lake plankton, are very susceptible to many chemicals, yet here in the mouth of one of our highly industrialized rivers the creatures swim freely. My belief with regard to the dead and dying fishes along our shores is that during the hard storms, many fish which are snared in the gill nets of commercial fishermen are torn loose. They either die outright, or their gills are so lacerated that they become infected with the fuzzy water mold, and are left in a weakened condition to be washed ashore. Of the dead fishes cast on the shore I have noticed that the great majority are yellow perch and blue pike of commercial size. Frequently injured fish will be seen struggling in the water, and their gills, instead of displaying the healthy blood-red color will be partly covered with mold.

Roughly half way between the mouth of Rocky River and the effluent outlet mentioned in connection with white bass fishing, there is a large granite boulder, probably of glacial origin. It is nearly as

high as an automobile, and must weigh four times as much. Standing in eight or nine feet of water the great stone comes to within waist-deep distance of the surface of the lake. When there has been but little rain, and the springtime muddy brown of the lake water has changed to a clear green, this rock makes a good place to observe the habits and movements of fishes in their natural setting. The behavior of the plankton crustaceans can also be watched to advantage. A diving trip at the rock on a day when a slight drift of current from the northeast brings some of the much diluted effluent nearby demonstrates its effect upon fish life. Upon swimming down from the surface and remaining near the base of the big boulder I have been able to see countless numbers of large *Daphnia* against its dark mass. These transparent animals swim, strangely enough, by means of branched, oar-like organs which correspond to the antennae or feelers of such large relatives as crayfishes and lobsters. The little animals dance in the water throughout their lives, for generation after generation, carrying developing eggs in their brood pouches, and releasing broods of young at frequent intervals. The swimming motion is jerky, and serves mainly to keep the *Daphnia* from settling to the bottom; the general sweep of lake currents takes them where it may. Often, when *Daphnias* are abundant I have seen schools of minnows around the rock. Good goggles give a very clear view of these small fish and their food.

Close to the bottom I have frequently seen, in addition, black bass of such size as to delight the heart of any fisherman. These fish are curiously tame, often edging to within a foot of my face, balanced on their gently sculling fins. In the upper levels, usually chasing the minnows or gulping down *Daphnias* I have also seen many white bass the size of your hand, their silvery sides tinged greenish by the cool light of their surroundings. Now and then I have met up with a big, lumbering carp as he drifted by, and once, actually touched one with my hand. Carp are bottom feeders and are sometimes seen rooting in bottom sand or engaged in tearing at the fuzzy green growth of *Cladophora* which covers submerged stones in shallow, sunny places.

I have noticed that in spite of their preference for shallow water the white and black bass are rarely found dead upon the shore. Even though the water may be full of swirling sand and mud during and after a big blow these fishes seem to remain unharmed by the upheaval. Even the sluggish carp are not often found dead upon the beach. Perhaps the shelters afforded by the lee of the great rock and similar rocks and piers are used as places of refuge, or else the fish rush to deeper water for safety.

There is something about a falling barometer and the high southwest wind which precedes a squall that makes the white bass most eager for the lure. Many are the times when I have trolled in the slick formed by the rising effluent, keeping one eye on the sky and water off Avon Point, and the other on the course of the boat. As the south wind quiets before the breaking of the storm the pitch of excitement in the water increases. White bass rush from below while overhead the terns and Bonaparte gulls scream and dive to capture the minnows before they leave the surface. Often in the quarterhour before a squall strikes I have seen a pailful of white bass caught easily. When the wind comes and the tops of the waves are whipped into spray to mingle with the stinging rain, it is good to have a staunch boat and dependable motor to get one into the shelter of the river mouth. After the wind dies and a swell is all that remains of the seas, the gulls and terns sit patiently on the water, waiting for the next run of minnows and white bass.

Repetitive

BY STELLANOVA OSBORN

Ozha-geezha-go-quay, which is to say Blue-Sky-Girl,
Of the once notable Ojibway nation,
Runs to the gate to give and get a present.
The Indian basket that her childish fingers
Have woven from split ash of Sugar Island
Is rainbowed with no stain of native fruitage
But modern dyes she bought at Baie de Wasai.

She makes her home with May-go-nub, Big Feather,
And Queen-of-the-Earth, Now-kum-go-quay the ancient,
Her step-grandmother, near the blue St. Mary's.
Old John is a good carpenter, and Polly
Can cook and she is smart, but both together
Look too oft on their enemy of old-time,
Ishkotewabo.*

Ozha-geezha-go-quay,
Azure-Sky-Girl, goes to school and is called Charlotte Andrew.
The Stars and Stripes are flying on a flagstaff
Inside her gate. She lives on a few acres
That once her forebears yielded by a treaty,
And lately her grandfather lost for taxes.

* Chippewa for *whisky*.



The Big Blow

By T. O'MEARA

LAKE MICHIGAN sailors still talk about the "big blow" of Armistice Day, 1940, but none tells the story better than Captain Bernard Rotta. And Captain Rotta spins the yarn best on a stormy night, as he skippers the *City of Saginaw* across 60 miles of mountainous waves between Manitowoc, Wisconsin, and Ludington, Michigan.

Of course, the Pere Marquette Railway would like to forget the night six years ago when two freighters were lost off Ludington, a Canadian freighter was beached at Pentwater—and men spent endless hours of waiting for the *City of Saginaw* to put in at Milwaukee. But even a railroad whose service includes a fleet of six steel ships ferrying railroad freight cars, automobiles and passengers daily across Lake Michigan, and whose reputation is written in its advertising slogan, "When the Car Ferries do not Run, Nothing Runs," must admit there are storms on Lake Michigan—and when the seas are rolling high its boats are out there battling the waves and are considered the staunchest craft afloat.

So let Captain Rotta tell of the big blow. Let him tell it in an appropriate setting—his quarters below the bridge of his ship.

You are introduced to Rotta at the yawning mouth of the car deck of the *City of Saginaw* as the last freight car is shoved aboard at the Soo Line slip at Manitowoc. His handshake matches the warm smile half hidden behind steel rimmed glasses. His uniform is a dark blue suit, gray shirt and black tie, plus the double-breasted dress overcoat salvaged from a recent stretch in the U. S. Coast Guard Reserve. His cap, worn with the jauntiness of a young Navy ensign, is the regulation officer's headgear of the Pere Marquette Railway Car Ferry Service.

At his invitation, you trail the Captain through a narrow passageway between freight cars, up a flight of steps to the passenger deck, another flight to the crew deck. He opens a door marked "Captain," and tells you, "This is where I hang out between ports; spend more time getting into and out of my clothes than I do working." Then he explains, as you observe the combination office-living-room arrange-

ment, and the bedroom adjoining, that he is on duty 24 hours a day, that it's only a four-hour run across, and that he must always be in the pilot house when entering and leaving ports.

Pausing only for a brief inspection of his quarters, he takes you up another flight of steps to the pilot house. And up here is where he forgets you, as he takes his place at a window in front of the wheelsman. In snappy, but calm and modulated phrases, he issues instructions, "hard left," "easy" and "straight ahead," as a doctor would call for scalpel, suture and sponge when operating. Each direction is answered by the wheelsman with a polite repetition of the order. Watching the drawbridges on Manitowoc River open at the booming of three longs from the ship's whistle, you observe that you are on a level with the third floors of store and factory buildings on either side—then, when the ship has docked at the PM slip, to complete her cargo, ten city blocks from where you started, Captain Rotta, who hasn't forgotten you after all, says, "Let's get some lunch while we're loading."

"Car ferrying can be damned monotonous business," Rotta remarks as you are being seated at a table with a "reserved" sign in the center of the dining saloon, "but it can also be damned exciting."

You ask what the chances might be for this trip across being exciting and Rotta answers, "This is calm compared with some of the blows I've sailed through."

"Take the Armistice Day blow," he says, as the waitress collects the soup bowls. "That was the worst in my 27 years of sailing, and I've sailed all over Lake Michigan, on everything from passenger steamers to car ferries."

You do not have to ask for the story, neither can Rotta be rushed into telling it. "I'll tell you about it when we're out," he says, and you finish the meal listening to his boyhood experiences around the Milwaukee waterfront.

Back in the pilot house, Rotta directs the ship out of the harbor, issues final instructions to the mate, then says, "Let's go below, and I'll tell you about that Armistice Day storm."

"I was mate on this same ship," Rotta begins, after he has tucked a chew into his right jaw and put his feet on the desk, "and we put out from Ludington in the teeth of the storm. The Coast Guard lookout tower at Ludington had already been wrecked by the wind, and you knew that anything crossing the lake that day would take a beating.

"But the old man—Captain Ed Cronberg was our skipper; this is his regular ship; I'm on it just temporarily—thought we could make it. We did, too, but what a trip! What a night! Captain Cronberg stayed in the pilot house all the way across—it was that tough.

"We were headed for Milwaukee. Left Ludington at one o'clock in the afternoon. Going out ahead of us was a freighter. She was traveling light, and with every sea that got under her you could see her screws and half her bottom.

"Up till about six o'clock that evening it was just nasty sailing, but the old girl was riding it out. We had a nice cargo. About 25 loaded freight cars were anchored down in the car deck, and these helped to keep her hull on the water. The ship groaned, at times, as though every rivet in her would pop.

"We were eating dinner when the whistle started blowing in the spookiest way I've heard. There would be a long blast, then another long, some shorts, more longs. No sense to any of it. I made my way to the pilot house, thinking we'd rammed something, or had spotted a lifeboat from another ship. But it was doubtful whether a lifeboat could have been launched in such a sea.

"Guess what had happened? The whistle cord had frozen to the thickness of a man's arm and then broken. When the wind whipped the dangling end of the cord, the whistle blew. Blew all through the night, and gave a man the creeps to hear it.

"While I was trying to decide what to do about the whistle, a deck-hand burst into the pilot house, shouting, 'The sea gate is going. We need help below!' Now, the sea gate is the big drop that makes up the whole stern end of one of these boats. Keeps the sea out of the car deck, and the cars in, if they weren't anchored to the rails, anyway. And when the sea gate is open, even in a sea like we're having today, you just might find the car deck and boiler room filled with Lake Michigan.

"So I forgot the whistle and hurried below. Down there, four deck hands were trying to shore the gate up with heavy boards. We had already shipped a lot of water, and boards were floating around on a small flood.

"Then it happened! We could feel the sea coming at us, even see it. It looked like a mountain. When it broke, all of us scrambled for something solid to hang onto. I tried to reach one of the stanchions; but as I grabbed for it, the wave smacked me, right in the seat of the pants.

"I could feel myself being scrubbed along the steel floor, but there was nothing I could do about it. When I stopped rolling, or washing, I was underneath a railroad tank car, tangled up with two of the other men in such a way we couldn't tell what legs or arms belonged to which body. Tumblers doing a burlesque act couldn't have become so mixed up. Took us several seconds to untangle and get back to work.

"We finally shored the gate up, in a fashion— enough, at least, to keep the sea out. As we walked through the passenger salon, on the way back to our quarters, the passengers stared at us as though they thought Neptune and his aides had boarded the boat. Our clothes were torn and soaked. I had only one uniform with me, and had to borrow an overall suit from one of the boys.

"That's about all there is to it, except for the whistle which kept blowing, giving you the feeling you were riding on a ghost ship. We wallowed on through the night, just riding it out. We arrived in Milwaukee at 4:30 in the morning, nine and one half hours late."

You then suggest that Rotta had better go to bed if he wants some shuteye before arriving in Ludington, and ask if you might go to the radio shack to chat with the operator-purser.


"Sure, go ahead," he says, "and that reminds me: the night of the big blow we lost our radio antenna and couldn't report our location. Superintendent Kent and the others back in Ludington wondered if they had lost a ship, until we telephoned from Milwaukee."

You're back in the pilot house. The mate lifts the receiver on a wall telephone and says, "We're 20 minutes out, sir," and hangs up.

In five minutes Rotta comes up the steps, fully dressed, cap at the same jaunty angle, buttoning his overcoat collar.

He listens to the mate, saying "Good" to everything, then takes his place at the front window. He's still thinking about the night of the big blow, however, and without turning his gaze from the harbor ahead, says: "Strangest thing happened here a few days after the big storm. Bodies from those two wrecked freighters started washing in. And everyone that came in made a complete circle of our beached '32' before washing ashore. Wonder why they did that?"

But Rotta answered his own question, with his own theory: "The lake floor out there must be formed so as to cause the sea to run in a gentle swirl coming in."



The Jackson Mine And Negaunee, Michigan

By R. A. BROTHERTON

ONE HUNDRED years ago there was no Negaunee. Where now is heard the blare of the auto horn, the noise of motor cars and trucks, the occasional whistle calling the miners to work, and the clanging of the bells on locomotives, there was little to be heard except the far off lonesome cry of the loon on Teal Lake.

The spot was one of fascinating beauty, with its setting on the shore of sparkling Teal Lake, with the lofty, rocky hills rising up from the water's edge, with here and there timid deer drinking their fill.

Beneath this tranquil surface, vast treasures lay awaiting the coming of Philo Everett and his party of adventurous men, who were first to pierce the secrets of "Old Mother Earth," exploiting and exploring this remote and almost inaccessible region, and who blazed the trail for the others that followed.

It was nearly a year after the discovery of iron ore by William Burt and his party of government surveyors on September 19, 1844, in Section One, Township 47 North, Range 27 West, now a part of the City of Negaunee, that Philo Everett came to Sault Ste. Marie, in the Upper Peninsula of Michigan. While looking for a guide and boats to proceed west along the shore of Lake Superior, he met an Indian squaw, a member of the Chippewa tribe, who told him of a very heavy rock or mineral, too hard for the Indians to use.

She described where to look for the rock, near the Carp River, and gave them the direction and distance from the mouth to a place where, under the roots of a large partly up-turned pine tree, they would find pieces of this hard heavy rock.

With a guide and an open mackinaw boat they made their way along the south shore of Lake Superior, westerly to the mouth of the Carp River, where they made their headquarters camp. From this point, using the directions given them by the old Indian squaw, they arrived at a small Indian village at the east end of Teal Lake, where as soon as they entered the small clearing, the Indians came from their lodges to bid them welcome.

They manifested the most friendly spirit towards the party. The

promptness with which they offered the peace pipe left no doubt of their sincerity, and their conduct evinced that they felt flattered by the visit. Everett's party made their camp about a quarter of a mile distant on the lake shore to the south. In the evening the Indians with their chief visited the camp, and spent most of the evening showing their skill in dancing upon which they all pride themselves, and which is also done as a mark of respect. They called it the dance of discovery, which referred to the discovery of a good hunting ground with an abundance of wild game. In this dance they were accompanied by their own music, consisting of a kind of tambourine, and a hollow cedar log, and while one of their number beat time upon a stick they all joined in the Indian chant.

There is something animating in the Indian chant, and at the same time something melancholy, but certainly nothing could be more monotonous, or farther removed from our ideas of music. These ceremonies lasted some time and were rather an annoyance to the party and only a prelude to the customary presents of whiskey and tobacco.

The next morning their Chief, Marji Gesicks, who claimed all of the land in this vicinity as his hunting ground, took the party to the place described by the squaw, and near the foot of the pine tree were several boulders of iron and jasper. This was the discovery which decided the location of the Jackson Mine and the forming of the Jackson Iron Company. This old leaning pine tree stood for many years until the company found it necessary to mine under and around it, when it was cut down. The stump remained until 1900, when it was destroyed by fire, and the original boulder of iron and jasper was sent to Washington by Mr. Everett and can still be seen at the Smithsonian Institute.

The pointing out of this iron or heavy rock by Chief Marji Gesicks on the land claimed by him as his hunting ground, takes the historian, looking for the early history of Negaunee, to those ponderous tomes which contain the findings of the State Supreme Court. There buried in the volumes covering the last six months of 1882 is the conclusion of one of the most interesting chapters in the development of the iron mining industry of the Lake Superior district. Set down in the involved rhetoric peculiar to the legal findings of that time, it is, as a court record, the ruling in the case of Jeremy Compo, a Chippewa Indian, against the Jackson Iron Company. To understand the issues in the case we must again go back to that April morning in 1845, when Chief Marji Gesicks showed the party headed by Philo Everett, S. T. Carr, E. S. Rockwell, and others the iron out-cropping on the land which became the Jackson Mine.

On their return to Jackson, Michigan, the Jackson Mining Company was organized, and in return for having made known the location of the iron ore upon land claimed by him, the Company agreed to give Chief Marji Gesicks, for his services, 12 undivided 31 hundredths of the interest of the Company on location 593, covered by a mining permit issued to the Company. This agreement was dated May 30, 1846. From the original association there developed a corporation chartered in 1848 which a year later was succeeded by the Jackson Iron Company. This later corporation refused to recognize the claim of Chief Marji Gesicks. After his death in 1862 the certificate of agreement fell into the hands of one of his daughters, Charlotte, who was the wife of Charley Bawgam (Marquette spells the name Kaw-bawgam) and she in 1879 assigned it to Jeremy Compo. Compo brought suit against the Jackson Iron Company to enforce the claim. The case was appealed to the Michigan Supreme Court following an unfavorable decision in the Circuit Court. The bill to establish title was dismissed by the Michigan Supreme Court on the grounds that the assignee had not made an exclusive title by descent and that the claim was barred by lapse of time, and no further attempts were made since to recover.

The first ore mined at the Jackson was in the shape of boulders lying in the out-cropping jaspers and other rocks of the iron-bearing formation. These iron ore boulders were block-holed and reduced to the required size for transportation to local furnaces and lake ports, furnishing the principal product for the first few seasons.

The "Jackson Iron Mountain" having proved so only in name, the boulders of ore were first broken up, and afterwards the ore was found in the hollows instead of in the hills, and with the boulders sent out, the ore in place was mined. In 1863, 35 to 60 cents per foot was paid for hand drilling according to the nature of the ground. Holes from 10 to 12 feet were drilled, the striking being done by hand, black powder being used to break the ground.

Those were the days when experts with the striking hammer were abundant and many contests were held to determine the best team. The leading stores where the miners purchased their clothing were those of Edward Breitung in Negaunee and Samuel Kaufman in Marquette, and if anyone was badly in need of a drink, a bottle of brandy, sold ostensibly for medicinal purposes only, could be procured from a cobbler in Negaunee.

The first diamond drill, a Bullock, came in use in 1878, as did also the Rand rock drill, and in 1889 the first steam shovel for loading iron ore from stockpiles into ore cars was put in operation at the Queen

Mine, Negaunee. In the old method of underground mining, the ore was taken from the bottom of the mine upward, the worked-out areas being filled with rock from the surface. They now take the ore from the top down, using the "settling" or caving system.

On the north slope of the Jackson Iron Mountain, within a short distance from where Chief Marji Gesicks first pointed out the heavy rock pile to Philo Everett, run the main lines of three railroads which transport all of the iron ore mined in this district. The road-beds parallel each other and are terraced one above the other less than 100 feet apart. The rusting remains of the first locomotive and one small six-ton ore car were plainly visible from all three lines when I first photographed them. As the great ore trains go rumbling by, the great 120-ton locomotive pulling 60 to 80 fifty-ton ore cars, one can compare them with the small "Johnny Bull Puffer" with their upright boilers, the diminutive wheels, the small wooden ore car, and see the progress made in the passing years of iron mining and transportation.

The first ore dock built on the Great Lakes was constructed at Marquette by the Jackson Iron Company, at which time the ore was mined and brought from the Jackson Mine in four-wheel wooden carts, drawn by mules over the plank road, unloaded with shovels on the dock. The ore was then loaded into vessels with wheel-barrows, taking three to six days to load a schooner of 200-tons to 300-tons capacity. This was in 1855 and it was not until 1858 that a dock having pockets was built. This dock was destroyed by fire in 1868.

The Peninsula Railroad was organized in 1862, work was commenced in 1863, and it was completed from Escanaba to the Jackson Mine in the fall of 1864, forming a junction with the Marquette, Houghton and Ontonagon Railroad at Negaunee. In October 1864 it was consolidated with the Chicago and Northwestern Railway, making it possible to take a train from Negaunee to Escanaba, from which point three magnificent steamers, the *Sarah Van Epps*, the *George L. Dunlap*, and the *Saginaw*, ran between there and Green Bay, as it was not until 1872 that the railroad was extended from Fort Howard (Green Bay) to Escanaba.

In 1865 the Jackson Iron Company began shipping ore to Escanaba, and from there to Cleveland in their sailing vessel *Fayette Brown*. This schooner made the trip to Cleveland and back in eight days, four hours with a cargo of 975 tons. Later, after building their furnace at Fayette, ore was taken there on scows.

C. H. Weideman was the first locomotive engineer on this railroad, which is now the Chicago and Northwestern, and he told me in 1903 that he brought the first locomotive from Green Bay on a large lumber

scow, on Christmas Day, the 25th of December 1864. The locomotive was unloaded on the new tracks, and he ran it through to Negaunee, on the first trip ever taken over the Peninsula railroad.

This locomotive was followed by many others, which were all given names as well as numbers, and he recalled the following names: *Negaunee*, *Escanaba*, *Iron Cliffs*, *Maquanty*, *Mississippi*, *Portage*; these were the freight, or locomotives that pulled the ore cars, the passenger engine was called the *Gazelle*, and the switch engines were the *Relief*, *Wasp*, *Tiger*, *Active*, *Montor*, and *Vulcan*. These were all wood burning locomotives and the "wooding stations" between Negaunee and Escanaba were Swanzy, Centerville (now Lathrup), Shake Town (now Trombley), Days River (now Brampton). It was not until 1880, when the Chicago & Northwestern Company began to feel the pinch of a scarcity of wood for fuel, that they began to convert their locomotives into coal burners, and it was this same year that Brush electric lights were installed on their ore dock at Escanaba.

Here is where I want to bring in another forgotten man. Just as the lumberjack who smoked and chewed peerless tobacco, and was able to spit against the wind, has been supplanted by the new logger, and lumberjills who smoke tailored cigarettes and demand showerbaths in camp, so has the ore trimmer or dock wolloper been pushed into the past by modern methods. Ore trimming in the early days of the wooden ships was the science of keeping a ship on an even keel. The boss trimmer, with plumb bob and measuring tape, superintended the loading job into the ship's hole, gauging the height of the ore, keeping all points evenly filled, and his men, stripped to the waist, wielded a shovel in the hole, leveling out the ore as it was dumped through the hatches from the dock, for which they received 2½ cents per ton. These ore trimmers always had money in their pockets, but like the lumberjack, their money did not last very long. Thirty-five dollars a day was not an uncommon wage when business was good, but with 100 saloons in Escanaba, and nearly as many in Marquette, and each man trying to treat everyone in sight, it did not take long to separate the trimmer and his hard earned dollars. In the history of iron mining and early transportation, we would be lax indeed if we did not mention the reign of the "Ore Trimmer."

In the early Negaunee days, prior to Nobel's invention of dynamite, most of the hard ore in the Jackson pits was blasted down with nitroglycerine. The ore that was blasted off the side wall of the pit was done by nervy characters called shot firers, who went to work in the hours after the other miners had quit for the day. On January 2, 1878, when a quantity of nitroglycerine was being loaded on a railroad car in

the flat just north of the old Jackson workings, it exploded, causing the death of S. A. Wheeler, his son Walter, Ira Hinkley, William Meyers, Charles Miller, Jeremiah Foley, and William Spellman. Captain Merry was the only witness, as he was standing on a bluff over-looking the scene. He was knocked down by the concussion. John Johnson, Peter Jacobs, and David Pierce were badly cut by flying rock which fell where they were working in the North Jackson Pit. The shock was felt for miles around and many windows were broken in town.

This accident occurred following a very bad fire on December 30, 1877, when the candle factory, owned by Bernard Carr, which supplied all of the candles to the mines at Negaunee and Ishpeming was burnt.

It was also notable that Christmas 1878 was a "green Christmas" and 'twas said that on that day Miss Abbie Cowell picked a large bouquet of pansies from the grounds at the corner of Cyr and Jackson streets, which she presented to Miss Nellie Whittington who was married to James H. Rough on New Year's Day; Captain Rough was for many years chief mining captain for the Cleveland Cliffs Iron Company.

The first charcoal used in the Jackson Forge was burned in pits dug in the ground, but upon the construction of the blast furnaces, the stone and brick kilns came into use. Blast furnaces were located at Negaunee, Ishpeming, Greenwood, Clarksburg, Champion, Morgan, Carp, Colinvile, and Forestville, and these furnaces required so many cords of hardwood that the standing timber in this vicinity was soon exhausted. The Jackson Iron Company began looking for a large tract of hardwood land and a site to locate a new furnace.

Fayette Brown, who was manager of the Jackson Iron Company, employed Albert Kidder, Frank Brotherton (my father), and Howard Bridges to explore a portion of the Upper Peninsula of Michigan and report to him their findings. Following is their report, written in pencil in camp, and I still have the original copy, excepting the maps.

Larabies 1½ mile North of
Masonville, Mch 12, '64.

Fayette Brown Esq.,

Dear Sir,

Mr. Bridges, Mr. Brotherton, and myself have explored quite carefully the Peninsula between Big Bay De Noc and Lk Michigan. We found all the hardwood in bodies large enough to be of consequence in towns 38 north, range 19 west, and 39 north, range 19 west. Maps of which I have drawn off with the hardwoods marked, and remarks about the sites for furnaces in each. The river running into Garden Bay is a very small stream

through cedar swamp, and is quite worthless as a water power, in summer is said to be nearly dry and even at this season it is no more than a good size brook. Then the hardwood has been nearly all taken up in this vicinity. There appears to be no good stream on the Peninsula of importance. I have only marked that timber first rate, which I know to be so, I have no doubt but that running out the sections into 40's (which would of course take much time) more could be found here and there. We were told immediately on our arrival at Mr. Baileys (where we went on the day following that on which you left us) where the large bodies of hardwood laid and so were unable to camp at once in a central spot from which we soon ran the sections out. (Signed) Albert Kidder.

Following this report the Jackson Iron Company acquired approximately 26,000 acres of timber land and in May 1867 a furnace was constructed at Snail Shell Harbor, which was renamed "Fayette" after Fayette Brown. This furnace was built by Captain R. C. McCorquodale of Negaunee and was completed so that the first pig iron was cast on Christmas day in 1867. The second stack was added in 1870, and all of the main buildings and stacks were built of limestone, taken from the high cliffs near the site. In addition to the two stacks, there were 30 charcoal kilns with a burning capacity of 1858 cords of hardwood, while the capacity of the furnace was about 75 tons of pig iron daily. The two blast stacks in the furnace were described as nine foot bosh and forty foot high, and in an average year produced 18,000 to 20,000 tons of pig iron.

The Company also had about six miles of railroad, laid with 28 # steel, with a rolling stock of two locomotives, one named the *A. V. White* and the other the *J. B. Hicks*, also ten coal, ten wood, and three flat cars. The Company's lake fleet consisted of the schooners *J. B. Kitchen* and *Fayette Brown*, the steam tug *S.S. Rumage* and six 24 by 60 foot scows. Iron ore for the operation of the furnace was brought to Escanaba from the Jackson Mine at Negaunee over the Peninsula Railroad, the iron ore was then loaded on scows and was towed to Fayette by the Company's tug.

Fayette has a natural harbor, with a depth of 16 to 40 feet, affording shelter from the heavy gales on Lake Michigan, and on the east side a limestone cliff rises 90 feet above the level of the water in the harbor.

Harry Trembath of Negaunee was the proprietor of the Sheldon Hotel, J. B. Kitchen the superintendent, William Pinchon the bookkeeper, and John M. Perkins the store keeper. Henry J. Bebeau was in charge of furnishing the cordwood and charcoal to the furnace, while Joe DeVett looked after the measuring and cutting of the cordwood in the woods.

Much of the plant was destroyed by fire in the early eighties and

was rebuilt by Harry Merry, son of Captain Merry, who was then in charge of the Jackson Mine at Negaunee. In the early nineties operations were suspended at the furnace, and Fayette became one of Michigan's "ghost towns," but the industrial activity that once made the village one of the business spots at the head of Lake Michigan should give it a high place in history.

Many more stories could be told about Fayette—the exciting ball games and horse races held on the natural bowl just over the hill from the town; Harry Broad's band that couldn't be beat playing "There'll Be a Hot Time in the Old Town Tonight"; the old Hole in the Ground saloon run by Alph Berlanquette, about two miles south of the town and considered one of the toughest joints in the State of Michigan; also the "sailing bars" aboard nondescript schooners that came from Beaver Island, the only kingdom in the United States under King Strang. But we must leave some stories for the old-timers to tell when next they meet.

The Jackson Iron Company was purchased by the Cleveland Cliffs Iron Company in April 1905, at which time Captain Samuel Mitchell was manager and Thomas Pellow superintendent. Records show that from the time the mine was first opened in 1848 to 1924 there were 4,357,256 tons of hard red manganiferous hematite iron ore mined, by the open-pit system. The greatest depth mined was 225 feet. Many more tons remain to be taken out, at a much greater depth, and few now living in Negaunee will see the end of this historical mine.

As we look back over the century that has elapsed since the discovery of iron ore, time has wrought many changes. The 300-ton schooner of the early days has given way to the ore boat of the present time, a long, low, self-propelled flat-topped steel bin, with cargo space for 15,000 tons, which can be loaded in an hour or two. The 300-ton schooners took from three to six days to load, while I have before me a record loading of the ship *D. G. Kerr* on September 7, 1921, with 12,608 tons of ore in 16½ minutes. The same cargo was unloaded at a lower lake port in three hours and five minutes. The railroads show the growth in locomotives from 25-ton to 300-ton, in ore cars from 4-ton to 75-ton, while the ore docks have increased in height from 12 feet above the water level to 85 feet, and in length from 100 feet to 2300 feet. Trains transporting the ore in the early days carried only 40-tons at a speed of 12 to 15 miles per hour, while now we see giant locomotives with 60 to 80 fifty-ton ore cars behind them, traveling from 30 to 40 miles per hour, and we find that the ore shipments have risen from a few tons to 400,000 tons daily average during the large years.

Iron is the mother of steel—the fighting fiber of tanks, guns, ships and munitions, the durable tissue of modern civilization. Steel mills in the United States required 89 million tons of iron ore last year, a record for the industry.

There is real romance in the finding of iron ore beneath the roots of a partly up-turned pine tree in the west environs of Negaunee. A discovery which led to the vast industry of today, an industry which has placed the United States in the front as a steel producing country. In this phenomenal development Negaunee has played no small part.

On four separate counts Negaunee lays claim to the distinction of being virtually the cradle of the iron mining industry of the Lake Superior district. Iron ore was first discovered here in 1844; the first blooms ever to be hammered out in the district were made in the old Carp Forge in 1848, while the first blast furnace to make pig iron was built at Negaunee in 1858. In 1862 the first steam locomotive ever to haul a ton of iron ore from a Lake Superior district mine arrived here from England and was set to work at the Jackson Mine, the first ore property to be worked in the region.

Negaunee can justly lay claim to all her name implies, the pioneer, the city that has been foremost in the development of the iron industry. There can be none to contend the claim that the thriving city, nestled among the hills of the Jackson Iron Mountain, has contributed more in men and ideas to the development of mining than any other community in the state.



"SHIPPING" by Harold Werneke. Courtesy of the Hotel Hollenden, Cleveland.



MRS. ABIGAIL BECKER ROHRER, *the Grace Darling of Lake Erie*. Portrait which hangs in Abigail Becker Ward of Simcoe (Ontario) Hospital. Courtesy of Canada Archives, Ottawa. (See Page 219)



OLD WOODEN LIGHTHOUSE at Long Point, erected 1843. Replaced 1916. Within sight of place of life saving by Abigail Becker, November 1854. Courtesy of Hydrographic Department, Ottawa.



AIR VIEW OF LORAIN HARBOR (Port Series No. VIII). Courtesy of Lorain Chamber of Commerce.



THE U. S. S. YANTIC. Photograph by courtesy of Bert C. Brennan. (See Page 224.)



THE U. S. S. DUBUQUE. (See Page 231.)



A STORMY DAY, November 1913, at Washington Island, Wisconsin. Photograph by courtesy of Captain J. N. Johnson. (See Page 280.)



THE FAYETTE BROWN, Jackson Iron Company, 1865. Photograph by courtesy of R. A. Brotherton. (See Page 243.)



FAYETTE FURNACE, 1867. Photograph by courtesy of R. A. Brotherton. (See Page 246.)




THE YANKCANUCK at Manitowoc, Wisconsin, in 1937 when she was the *Jos. W. Simpson*. (See Page 270.)



THE COLUMBIA, at Chicago, June 16, 1946. Photograph by courtesy of Rev. E. J. Dowling, S. J. (See Page 277.)



ISLE ROYALE NATIONAL PARK dedication, August 27, 1946. Photos by courtesy of *The Detroit News*. (See Page 266)



History of the Cleveland & Buffalo Transit Company C & B Line

PART II

*By A. T. ZILLMER**

TO THE Cleveland & Buffalo Transit Company and the Detroit & Cleveland Navigation Company belong to a great extent the credit for the development of the lake front east of the Cuyahoga River. To Councilman B. W. Jackson belongs the real credit. It was he who, about 1896, the year of the coming out of the first large passenger steamer *City of Buffalo*, introduced the following resolution:

“Resolved, by the council of the City of Cleveland, that it hereby declares its intent and it is hereby declared necessary for the purpose of improving the commercial and other interests of said city, that Erie Street be extended from the lake shore northward to the line of deep water and that the director of public works is hereby authorized and requested to prepare plans for such an improvement.”

This was during the administration of Robert Blee, Mayor, and John Farley, Director of Public Works. It was Jackson who proposed the filling in at the foot of East Ninth Street and the erecting of a passenger station at this point.

During the many years that intervened negotiations were kept alive by the steamship companies. Finally on May 26, 1913 the City Council of Cleveland passed ordinance No. 29355-A authorizing the Director of Public Service to lease to the Cleveland & Buffalo Transit Company and the Detroit & Cleveland Navigation Company the real estate belonging to the city at the foot of East Ninth Street for a term from July 1, 1913 to July 1, 1953. The lease provided among other things that steamboat companies pay the city \$55,000 with which the city agreed to erect a bridge over the railroad tracks at East Ninth Street,

* Mr. Zillmer has been associated with the company since 1895 rather than since 1910, as stated in *INLAND SEAS*, April 1946.

pave the approach to the bridge and from the bridge to the leased property. The city at its own cost constructed two switch tracks to which the boat companies could make connections with tracks extending to the pier. The city also provided a street railway to the pier.

The boat companies were authorized to widen the westerly of the two piers constructed by the city to 300 feet and to erect thereon passenger stations, warehouses, etc., at their own cost, the improvements to revert to the city at the expiration of the lease. The D & C Line decided to use the westerly half of the pier and the C & B Line the easterly half. The lease was executed on behalf of the city by Newton D. Baker, Mayor, and William J. Springborn, Director of Public Service. The improvements represented an investment of about \$500,000 by both companies. The property on Cuyahoga River was sold to the Upson Walton Company for \$40,000 in 1917.

On Sunday morning June 6, 1915 the steamer *City of Buffalo* on arrival from Buffalo made the first landing at the new terminal, unloaded her passengers and then proceeded to the river terminal to unload her freight. Next she loaded the office equipment and carried it to the new offices on the pier. Within a few weeks both lines conducted all of their business from the new dock and the river was much less congested.

Beginning with 1923 a gradual decline in gross and net earnings was noted. The three years 1923 to 1925 inclusive showed substantial but decreased net earnings averaging \$136,269.78 per year after charging off an average yearly depreciation of \$101,533.97 and U. S. income taxes averaging \$17,695.64 per year. Beginning with 1926 a consistent loss from operation was shown each year throughout the existence of the company. With the development and competition of the automobile, busses and trucks, competition became more keen each year as highways developed.

On May 20, 1924 the steamer *State of Ohio* was destroyed by fire at her dock in Cleveland while being prepared for the coming season and the *Frank E. Kirby* was chartered to replace her. In the fall of 1924 the *City of Detroit II* was purchased from the Detroit & Cleveland Navigation Company with insurance money received from the loss of the *State of Ohio*. However, a further sum was expended aggregating about \$285,000 in rebuilding the *City of Detroit II*. The steamer was originally built in 1889 for the D & C Line. She was renamed the *Goodtime*, dimensions: 297'6" long overall—70'3" wide overall, 1919 gross tons, 1454 net tons.

The radical changes in the reconstruction were the removal of the two side-by-side smoke stacks and replacing them with one smoke

stack, also removing nearly all the staterooms to provide two large dance floors, spacious decks, attractive cabins and day parlors, making her an attractive and popular ship. She was operated continually on the Cleveland—Cedar Point—Put-in-Bay division until 1938 when all operations of the C & B Line were discontinued. She was sold May 6, 1940.

The Cleveland & Buffalo Transit Company was organized under the laws of the State of Ohio, September 13, 1892. The original capital stock authorized by the State of Ohio, September 20, 1892, was 1500 shares, \$100 par, \$150,000. This was increased from time to time until May 19, 1912 when 20,000 shares, \$100 par, or \$2,000,000 had been authorized and issued.

Primarily due to the heavy taxes assessed on the steamers of the company and the State's refusal to recognize the consistency in the comparison of taxes on steamers of corporations organized in other states, and also in the failure of the State to recognize that some of these companies with a considerably less tax burden were our competitors, a new company was organized under the laws of the State of Delaware, November 17, 1927 with an authorized capital of 20,000 no-par shares.

The Delaware company took over all the assets and assumed all the liabilities of the Ohio company, and shares of the Delaware company were exchanged share for share for stock of the Ohio company. However, the Ohio company was kept alive primarily to prevent other companies adopting this well established name. The new company benefited by a saving of about \$20,000 per year in state taxes.

The terminal owned by the company on the Buffalo River at South Michigan Avenue in Buffalo was considered a rather unsatisfactory location although it had served for many years and could have been improved at a nominal expense. However, in 1924 negotiations were started and in the following years property on Erie Street and Coit Slip was acquired and improvements were made and completed in 1927 at a total cost of \$850,067.33. The move was similar to that made in Cleveland in 1915; in both instances leaving terminals on congested rivers and locating on the lake front, resulting in saving of time and certain expenses.

To finance the outstanding debt a financial plan was presented June 29, 1927, substantially as follows: To pay off the outstanding indebtedness incurred in the building of the *Seeandbee* and to reimburse the company for other capital expenditures as follows:

Outstanding bonds maturing 1-28 to 1-1-1933	\$ 419,000
Mortgage on Buffalo property, due 4-16-28	70,000

Current funds expended for acquisition of Buffalo property	247,000
Current funds for reconstruction of steamer <i>Goodtime</i>	289,000
Total	<u>\$1,025,000</u>

It was proposed to authorize a \$2,000,000 new issue of bonds and presently to issue \$1,000,000 to be known as Series A 5½ per cent 1st Mortgage Bonds to be dated August 1, 1927, and to mature \$50,000 on February 1st, each year, 1929 to 1942 inclusive and \$300,000 on February 1, 1943.

Of the remaining \$1,000,000 unissued bonds it was intended that \$500,000 be issued later at some favorable time to reimburse the Union Trust Company for advances made to complete the new Buffalo terminal. This plan was adopted at a meeting held July 29, 1927.

Due to negotiations with the City of Buffalo to acquire the Buffalo River property for about \$300,000 the issuing of the proposed \$500,000 bonds was delayed. Later the results from operations were unfavorable, becoming more so each year. Consequently the proposed \$500,000 bonds were never issued and the debt remained with the bank.

The company transferred from the old terminal to the new location on August 1, 1927.

The terminal on Buffalo River, South Michigan Avenue and Ganson Street, Buffalo, New York, was vacated August 1, 1929.

The investment in the above property at that time was \$317,337.23

In February 1932 the warehouse was destroyed by fire and adjustments were made as follows:

Net amount recovered from insurance	\$13,275.21	
Depreciation adjusted	21,049.44	
Additional amount written off	5,800.00	40,124.65

Adjusted book value, January 1, 1933	277,212.58
--	------------

In the period prior to 1936 the City of Buffalo constructed a new bridge adjacent to the company property and paid damages	29,787.00
--	-----------

Adjusted book value, January 1, 1937	247,425.58
--	------------

A portion was sold to the General Mills Company for a net amount of	\$ 47,505.73	
Depreciation adjusted	19,178.84	
Additional amount written off	170,741.01	237,425.58

Adjusted book value January 1, 1938	10,000.00
---	-----------

In 1939 all of the remaining property, except a strip of about 20 ft. x 220 ft. on Buffalo River was sold to the General Mills Company for net amount			\$3,676.33	
Depreciation adjusted			5,323.67	9,000.00
				<hr/>
Adjusted book value January 1, 1940				1,000.00
Amount written off in 1944				999.00
				<hr/>
Adjusted book value January 1, 1945				1.00

Service to Port Stanley was inaugurated in 1913 and continued to 1917 inclusive and then abandoned. The Cleveland & Canada Navigation Company re-opened service to Port Stanley with the steamer *City of St. Ignace*. However, the Cleveland & Buffalo Transit Company reacquired the Port Stanley run in 1929 and gave service each year through 1938.

Under a lease of dock property from the City of Cleveland to the Cleveland & Canada Navigation Company for a five year period, May 1, 1928 to May 1, 1933, the company erected a building, the cost of which constituted rent, and the improvements reverted to the city at the end of the lease period. The Cleveland and Buffalo Transit Company acquired the unexpired value of improvements as of January 1, 1939, aggregating		\$12,450
Also paid for good will		12,550
		<hr/>
Total		\$25,000

Due to growing competition of motor truck lines and store door pick up and delivery service the C & B Line acquired stations in various parts of the city in 1926 to offset to some extent the store door service rendered by the motor truck lines. Later these stations were abandoned and a regular pick up and delivery service was inaugurated, a rather costly but necessary operation. Winter motor truck service was inaugurated in 1930.

Then came the stock market crash in 1929. Severe depression years followed. Banks were closed by the Government in 1933. Extraordinary demands were made by the United States Government under new steamboat inspection laws for installation of new type of life boat winches, additional bulkheads, etc., during the years 1936 to 1938 inclusive, at a cost of about \$98,000. All of these circumstances together with others of a more or less minor nature hastened the end of the company.

Petition No. 43386 was filed in the District of the United States for Northern District of Ohio Eastern Division April 29, 1937, that "the

Cleveland and Buffalo Transit Company is unable to meet its debts and that it desires to effect a plan of reorganization pursuant to provisions of Section 77 B of the Bankruptcy Act.” Order No. 1 filed May 1, 1937 approved the petition and among other things the company was authorized to continue in possession of the property and operate its business until further orders of the court.

A plan of re-organization, dated June 7, 1937 was filed with the court. The status of the new capital stock set up was as follows:

Authorized	40,900 shares
Rights not exercised	20,300 shares
Stocks issued	
To bondholders	17,000 shares
To note holders	3,400 shares
To stockholders	200 shares
	<hr/>
	20,600 shares

This plan of reorganization provided for an issue of \$306,000 of new 5 per cent mortgage bonds to be dated January 1, 1938. On March 20, 1938 the company’s steamer *City of Buffalo* was destroyed by fire. Insurance in the amount of \$396,867.25 was collected and held by the trustees under the old mortgage covering the bond issue of August 1, 1927. Under court orders, in lieu of issuing such new bonds, it was provided that cash be distributed equal to the principal amount of such new bonds plus interests from January 1 to August 13, 1938, the date of call fixed for redemption. Funds were segregated to provide for the above in the amount of \$315,435.75. The plan was carried out and finally approved by the court and the company put back on its own as of August 10, 1938.

STATUS OF DEBTORS AND STOCKHOLDERS BEFORE AND AFTER REORGANIZATION

	<i>Before Reorganization</i>	<i>Disposition Authorized by Court</i>		
		<i>Paid in Cash</i>	<i>New \$1 par stock issued</i>	<i>Total</i>
Bonds—Unmatured . . . \$	400,000.00			
Bonds—Matured not pd.	350,000.00			
Bonds—Interest, not pd.	325,822.43			
	<hr/>			
	\$1,075,822.43	\$262,863.12	\$17,000	\$279,863.12
Notes	529,782.92			
Interest—Not pd. . . .	262,843.90			
	<hr/>			
	792,626.82	52,572.63	3,400	55,972.63
Stockholders	2,000,000.00		200	200.00
	<hr/>			
Total	\$3,868,449.25	\$315,435.75	\$20,600	\$336,035.75

BALANCE SHEET BEFORE AND AFTER REORGANIZATION

<i>Assets</i>	<i>Before Reorganization</i>	<i>After Reorganization</i>
Investment	\$3,977,859.16	\$3,374,223.24
Less Depreciation	2,099,921.26	1,636,436.07
Net Investment	\$1,877,937.90	\$1,737,787.17
Cash	74,224.32	212,186.70
National City Bank, Trustee	453,398.13	0
Accounts Receivable	51,924.62	51,924.62
Material & Supplies	10,907.64	10,907.64
Prepaid Items	57,410.84	57,410.84
Unamortized Expenses, etc.	27,500.49	0
Reorganized Expense	32,473.48	0
Other Deferred Items	8,168.54	8,113.56
Total Assets	\$2,593,945.96	\$2,078,330.53
<i>Liabilities</i>		
Capital Stock	\$2,000,000.00	\$ 20,600.00
Premium on Capital Stock	157,075.00	0
Bonds—Unmatured	500,000.00	0
Bonds—Matured, Not Paid	350,000.00	0
Notes, Matured, Not Paid	529,782.92	0
Interest, Matured, Not Paid	587,902.44	0
Interest, Not due	763.89	0
Audited Vouchers & other Payable	260,603.80	260,603.80
Taxes, Not Due	14,011.00	14,011.00
Deferred Items	875.78	875.78
Deficit	\$4,401,014.83	\$ 296,090.58
Surplus	1,807,068.87	1,782,239.95
Total Liabilities	\$2,593,945.96	\$2,078,330.53

Results from operations from the time the court took over control in May 1937 to August 10, 1938 when the company was released from any further court jurisdiction and for the balance of the year 1938, failed to show any improvement.

During the last part of 1938 a firm of experts, Guy T. Viskniskki and Association, Inc. were engaged to diagnose the problems of the company but failed in their efforts to revive or prolong its life.

Following this investigation it was decided to suspend all operations of the *City of Erie* and *Goodtime* but to try and operate the *Seeandbee* in 1939 provided new working capital could be obtained by loan not to exceed \$100,000. In this, however, the officers were not successful.

The *Seeandbee* was then chartered and operated in weekly cruise

service by T. J. McGuire and Associates of Chicago, Illinois, who organized The Cleveland Buffalo Transit Company of Illinois.

At a special meeting of stockholders held May 26, 1939 the Board of Directors and/or the Executive Committee were authorized and empowered to sell, lease, charter or otherwise dispose of, at any time and from time to time any and/or all of the assets of the Company. The Company's leasehold interest in the East 9th Street Pier lease from the City of Cleveland for the unexpired term to July 1, 1953 was sold for \$35,000 and transferred to the Lederer Terminal Warehouse Company as of July 1, 1939.

No satisfactory bid having been received for the *Seeandbee* it was authorized to charter the steamer to the Cleveland and Buffalo Transit Company of Illinois again for the season 1940. The *Goodtime* on expert advice was sold May 6, 1940 on a salvage basis for \$4,900.

In November 1940 a verbal offer of \$100,000 for the *Seeandbee* was made. After months of negotiations she was sold as of March 22, 1941 for \$135,000. Shortly after the United States entered World War II she was taken over by the Government and converted into an air craft carrier training ship and renamed the U. S. S. *Wolverine*.

The *City of Erie* was sold on August 7, 1944 for \$18,750.

During unsuccessful efforts to dispose of the terminal property on Erie Street, Buffalo, New York, the property was leased on short term leases to various trucking companies. Effective August 1, 1942 a three-year lease for all of the property was negotiated with the National Terminal Corporation, subject to sale of the property, at a rental of \$15,000 per year. The property was finally sold to the Automotive Trades Steamship Company of Detroit, Michigan.

Out of the proceeds from these various sales a liquidating dividend of \$5 per share was paid June 25, 1942, and a further liquidating dividend of \$3.50 was paid April 25, 1944. At a Board of Directors' meeting held February 14, 1945 it was decided to pay out the remaining funds in a third and final dividend of .62½ per share.

It was further, "Resolved that it is deemed advisable in the judgment of the Board of Directors and most for the benefit of the corporation that it should be dissolved and it was,

"Further resolved, that a meeting of the stockholders be held on the 15th day of March 1945 to take action on the foregoing resolution."

At the special stockholders meeting held March 15, 1945 a proposition was presented by George B. Ralston to pay 75 cents per share to the stockholders. Consequently, the meeting was recessed to April 5th, 1945 to give the stockholders an opportunity to consider Mr. Ralston's offer. At the recessed meeting of April 5th, it was reported

that this offer was conditioned on delivery of 75 per cent of the stock which had not yet been deposited. Therefore the time for making deposits was extended to May 1, 1945, and the meeting again recessed to that date. At the recessed meeting it was reported that considerably more than the 75 per cent of the stock as required by Mr. Ralston's offer had been deposited, whereupon a resolution was adopted that the proposed action to dissolve the company be rescinded and that the company continue its existence.

A new Board of Directors was elected, consisting of Alva Bradley, Smith Davis, George B. Ralston, and M. C. Portmann. A. T. Zillmer expressed his reasons and desire to relinquish his duties as Secretary and Treasurer and Director and not to be considered in any capacity in the revived company. This resignation was accepted with due expression of regret.

This concludes the history of the company to 1945.



The Dedication of Isle Royale National Park

By DONNA L. ROOT

ON AUGUST 27, 1946 at about 3:00 on a cold grey afternoon in Northern Michigan on the wind-tossed waters of Lake Superior the gleaming white bulk of the Georgian Bay Line's steamer *South American* drew alongside a moored barge in the northern wilderness. Here at Mott Island, headquarters of the new middle west national park, were preparations to receive the distinguished officials of state and nation and cruise members who presently disembarked in the cold afternoon wind to take part in the long postponed dedication ceremonies of America's largest island national park, the only one whose lands are completely owned by the people of the United States.

From the moment that the *South American* drew away from the dock at Cleveland days before, with INLAND SEAS most fortunately represented on board, an air of special festivity and anticipation was evident among the passengers as they crowded the comfortable lounges and walked or sat in the sun on the wide decks of this popular lake cruise boat. At Detroit, many members of the Detroit Commandery, Knights Templar, with wives and friends came aboard and the exciting news flashed through the boat that Governor Harry F. Kelly of Michigan would board here too. As sailing time drew close a motorcycle escort of state troopers roared to the dock escorting the governor and the rumor became reality.

All the competent services of the *South American's* staff were focused on making this a gala cruise of special significance. Doing honor to the occasion, Major Dennis Cooper,¹ long acquainted with every foot of Isle Royale and an authority on its history and resources, showed his fine collection of colored slides and movies of this primeval Michigan wilderness to an audience jamming the ship's main lounge. Major Cooper was on hand during all the days that followed to answer the many questions which interested cruise guests asked by the hundreds.

At Houghton, Michigan on the morning of August 27th the principal delegation to the park dedication joined the cruise. Upper penin-

¹ See INLAND SEAS, this issue, page 282.

sula representatives, including mayors, city officials, members of civic and fraternal groups and state tourist associations as well as federal government officials boarded here with great fanfare and cheering from the dockside spectators. The grey skies and occasional drizzle of rain failed to discourage the whistles and cheers or dampen the bright hued, serpentine paper streamers as they floated down the ship's sides.

Arriving at Isle Royale the *South American* was joined by the Coast Guard lighthouse tender *Woodthrush*, the *Copper Queen* and the *Isle Royale Queen* from Copper Harbor with more officials and spectators. George F. Bagglely, Isle Royale Superintendent and former chief ranger of Yellowstone National Park, welcomed the guests. Then at the water's side amid the dark majesty of ancient spruce and pine, remote from civilization the simple ceremonies took place.

The three principal speakers were Governor Harry F. Kelly, who officially presented the park to the people of the United States and read a message from Senator Arthur H. Vandenberg, long a supporter of the park who had hoped to be present; Oscar L. Chapman, Undersecretary of the Interior, who made the acceptance speech and Representative Frank E. Hook of Ironwood.

All paid tribute to the *Detroit News* which, in the persons of the late George E. Miller, Editor-in-chief, and Albert Stoll, Jr., Conservation Editor, launched the original movement to save this wilderness beauty spot. The *News* was represented at Isle Royale by Mr. Stoll, Lee A. White, Director of Public Relations and other members of its staff. It ran full accounts of the occasion for several days with full double page roto spread in a Sunday issue. Other papers such as Houghton's *Daily Mining Gazette* devoted much space also.

Kendrick Kimball writing in the *News* said, "In fulfillment of a 25-year-old dream of Michigan's leading conservationists, Isle Royale stands today as a new national playground for the out-doors man, vacationist, student and nature lover.

"Solemnly and with a feeling of reverence an audience of nearly 1,000, which comprised a mere handful of humanity in a vast empire of wilderness and water, witnessed the dedication of the island as a national park. Forest rangers and commercial fishermen mingled with summer resort visitors, excursionists and guests from Minnesota, Wisconsin and Ontario."²

The *Mining Gazette* ran the following editorial: "The formal dedication of Isle Royale National Park on Tuesday is focusing nationwide attention on this unique island out in Lake Superior. Many people

2. The *Detroit News*, August 28, 1946.

are wondering what its future will be as the queerest and most beautiful, in some ways, of all the country's national parks.

"There is no denying that Isle Royale has been comparatively hard to reach in summer, and of course it has been practically inaccessible in winter. However, that is the case with more than one northern national park, and Isle Royale must be for a long time, if not for all time, a summerland haven only.

"Things move fast nowadays, and there is a good prospect that the new park will be a definite objective for hydroplane travel before long. Boat lines from the lower lakes, Portage Lake, Duluth and Fort William-Port Arthur will continue to ply to the island each season, and travel by water will probably continue to expand indefinitely.

"Air travel to Isle Royale should make new records each season. Canadians are planning new air lines from Toronto through Sault Ste. Marie to the lakehead cities, and no doubt they will have American connections, including one in the Copper Country. Few people realize the immense following which the national park system enjoys with American travelers. Many thousands make the circuit each summer of as many parks as possible.

"With Isle Royale more easily accessible by air, its vogue should grow to a point where its most enthusiastic boosters will be justified. Certainly the background there is different from anything else on the North American continent. The new park is unexcelled in sheer beauty and in its remarkably fine setting. Besides all this, it offers some of the world's best fishing. All in all, despite its detractors, the new national park has advantages which should bring it yearly increasing fame and patronage.

"A visit to Isle Royale is a thrilling experience to the scientist, historian, or lover of the outdoors.

"The geologist finds in the rocks evidence of volcanic activity that took place in the earliest days of the Earth's existence. During subsequent periods of submergence much sedimentary material was laid down, and copper was deposited in the underlying porous igneous rock.

"Crustal movements of the earth later caused the upturning of all these strata to form the ridges that today make up the fundamental structure of the island. Ages afterward, sheets of ice of immense thickness, followed by the waters of huge glacial lakes, wrought changes in the island's contour, leaving caves, islets, terraces and beach lines to tell the story of these early conditions.

"One of the thrills to be enjoyed by Isle Royale visitors is a trip to areas where extensive prehistoric mining was carried on—areas that authorities class among the richest archeological sites in the United

States. Here one can find pit mines left by some vanished race. As they have been filled for centuries with debris, they have become shallow, but excavations have disclosed several pits surprisingly large considering the primitive implements and methods of the workers.

"The National Park Service does not intend to develop the island as a glorified playground: rather it is the desire and plan to keep it as Nature made it—a magnificent wilderness paradise. It is a spot for the true lover of the outdoors; one who revels in the wonders of Nature.

"There will be no roads, saddle horses or automobiles on the island. Every effort will be made to retain forever the scenic splendor and matchless primeval flavor peculiar to the terrain.

"This masterpiece of Nature will be kept intact, a haven of beauty, charm and mystery; aloof, ageless, enduring, and above all supremely worthy of the majestic title, Isle Royale National Park."³

The movement to make Isle Royale a national park was begun in 1921. As a result of a letter written by Albert Stoll, Jr., in 1924 President Coolidge by executive order withdrew the land from public sale and on March 3, 1931 the U. S. government passed a bill establishing Isle Royale as a national park. In 1935 Michigan set aside \$100,000 to purchase private lands and President Roosevelt approved \$705,000 for the same purpose though technically for emergency conservation work.⁴

Isle Royale National Park includes 200 small islands surrounding the main island, the largest in Lake Superior. The latter is about 45 miles long and 9 miles across, containing about 210 square miles. Mott Island, the park headquarters, is a part of the outer chain that forms the southeast boundary of Rock Harbor, a harbor 13 miles long. There are many inland lakes amid wooded slopes and the spring wild flower showing is notable for its beauty. It is the home too of the famous green stones, semi-precious mineral deposits which are commonly found here.

The dedication ceremonies, so long postponed because of the war, concluded the legislative history of the park. As the *South American* steamed away her cruise passengers felt they had been privileged to share in an event of national significance and many promised themselves future vacations of the same sort aboard such fine lake cruise boats headed, however, for longer stays at our newest national park.

3 The *Daily Mining Gazette*, Houghton, Michigan, August 26, 1946.

4 *Geographic Influences on the History and Development of Isle Royale, Michigan*, by Dennis Glen Cooper.

The Yankcanuck

By ROGER M. JONES

ONE OF THE OLDEST and most unusual ships sailing the lakes today is the Canadian steamer *Yankcanuck*. She is the sole survivor of a fleet and of a type of construction common on the lakes 50 years ago. Even her present name, *Yankcanuck*, is unusual. It stems from her owners—a man and his wife, one born in Canada, the other in the United States.

When the steamer was brought out from the shipyard in 1889 as the *Manchester* she was the pride and flagship of the Inter Ocean fleet of Milwaukee. The late Captain Timothy Kelley of Manitowoc was master of the *Manchester* for many years. At that time the Inter Ocean fleet was composed of the steamers *Maryland*, *Manchester*, *Manhattan*, *Massachusetts*, *Merrimac*, *Minnesota*, and *Massasoit*. For over 20 years this fleet carried iron ore from Escanaba to Chicago and Milwaukee. After many years the company disposed of the ships and all have long since disappeared from the lakes except the *Yankcanuck*. Captain Kelley in reviewing his years on the boat said: "I joined the *Manchester* at the opening of navigation in 1890 and remained as captain for 15 years. In May 1892 the steamer made nine trips with iron ore between Escanaba and South Chicago, traveling 5,000 miles. That, I think was a record up to that time. During the 1892 season she made 52 trips and carried 140,000 tons of iron ore. When I was on the *Manhattan* in 1889 we made 61 trips from Escanaba to Chicago. A landsman can hardly conceive the feeling an old mariner has for ships. Each is an individual with her own characteristics and personality. He has likes and dislikes for them, and an old favorite is like an old friend. Many an old timer would experience a pang of regret at the sight of the old *Manchester*, sole survivor of a once proud fleet, on her way out." Captain Kelley made the statement in 1937 when the *Manchester* (then the *Joseph W. Simpson*) was brought to Manitowoc for disposal. Instead of being scrapped, however, it was repaired and sold to a Canadian company.

Many lake vessels have been lengthened. The *Yankcanuck* is one of the very few that was shortened. When the ship was built in 1889 it was 290 feet long with a 3,000 ton capacity. This was about as big a ship as had been built on the lakes up to that time. After a long career

in the ore trade, she was brought to Manitowoc, cut in two and shortened almost 50 feet to make possible her use in the lower St. Lawrence River locks. For some years she was owned by the Madden Coal Company of Ogdensburg, New York, and was in the Lake Erie-St. Lawrence River trade, often running to Montreal. Some years ago a crane with a 50-foot boom was installed on deck, thus placing her now in the self-loader-unloader class.

Another unusual feature of the *Yankcanuck* is her construction. She is the last of a small group of bulk freighters once well known on the lakes for their composite construction—oak below the waterline and steel plates above. The first composite ship to be built in a lake shipyard was the *Susan E. Peck* which came out of a Cleveland shipyard in 1886. During the next five years other composite ships were built including the *Ira H. Owen* in 1887; *Fayette Brown*, 1887; *E. M. Peck*, 1888; *John Owen*, 1889; *Livingstone*, 1889; *Thomas W. Palmer*, 1889; *Manchester*, 1889; and the last one constructed the *S. R. Kirby* in 1890. The *Manchester*, only ship of the group left, has sailed under the names of *Joseph Simpson*, *Mindemoya*, and presently as the *Yankcanuck*. The *Livingstone* and the *Susan E. Peck* were scrapped at Detroit. The *Fayette Brown* and *E. M. Peck* were last owned by Canadian interests and were scrapped as the *Omega* and *Malton*, respectively. The remaining four foundered on Lake Superior as follows: *Ira H. Owen* foundered off Apostle Islands in the storm of November 28, 1905; the *Thomas W. Palmer* was sunk in collision with the *Harvard* ten miles off Stanard Rock, May 16, 1905; *S. R. Kirby* foundered off Eagle Harbor, May 8, 1916, after striking an obstruction; and the *John Owen* foundered in a heavy gale northeast of Manitou Island on November 13, 1919.

Last American owner of the *Yankcanuck* was the Sawyer-Stoll Timber Company of Escanaba, Michigan. This company used her (then the *Simpson*) in the pulpwood trade between Canadian and Green Bay ports. Although it has been many years since she loaded her last cargo of iron ore she did carry a few cargoes of coal and scrap iron while the Sawyer-Stoll Company owned her.

When she was sold to a Canadian company in 1937 she was renamed *Mindemoya* but continued in the pulpwood trade between Lake Superior and Georgian Bay ports and Green Bay. The name *Mindemoya* was taken from Lake Mindemoya on Manitoulin Island to which island the vessel was then trading. *Mindemoya* is an Indian word which means "old woman."

She was renamed *Yankcanuck* this year and is now owned by the Yankcanuck Transportation Company of Hamilton, Ontario. This season the vessel has carried pulpwood from Michipicoten to Green

Bay; from Manitoulin Island to Muskegon, Michigan; from Port Arthur to Filer City, Michigan; quartzite stone from Little Current, Ontario, to Buffalo; and coal from Fairport and Lorain to Little Current and the Soo. President of the Yankcanuck Transportation Company, Limited, and captain of the steamer *Yankcanuck* is Captain F. Manzutti. Captain Manzutti is a Canadian and his wife was born in Michigan, hence the unusual name for the ship. Nothing could be more fitting for this ship of bygone days than to be the only sizable ship on the lakes with a captain-owner, an arrangement so typical when she first came out 27 years ago.

Marine Intelligence of Other Days

By CAPTAIN JOHN

(This is the third of a series of reprints of articles from old newspapers on the Great Lakes ships of the early days. Captain John believes that there is a tremendous lot of interesting data hidden away in the files of these old papers published in towns throughout the Great Lakes area. He urges members of the Great Lakes Historical Society to contribute similar brief sketches from their local papers which are probably on file in their library or historical society. INLAND SEAS agrees completely with him that this would be an invaluable contribution to Great Lakes history, useful to students and historians and in itself good reading. Readers are invited to contribute.

— Editor.)

SUCCESS

The Editor of the *Buffalonian* was a queer genius. "Charles M. Reed has done the handsome thing, and sent us his advertisements for the season and engaged us to advertise the starting notices of al his magnificent steamboats, the grand steam ships *Jefferson* and *Madison*, the beautiful *Buffalo* and the elegant *Erie*. Mr. Reed understands how to do business. A few months ago he married a beautiful wife, and now look at his steamboats. This is real enterprise, and he will in a few years be the richest man on the lakes. The only fault we have to find with him is that he does not come and reside at Buffalo."

Daily Chicago American, Saturday evening,
April 20, 1839.

GREAT LAKES CALENDAR

By JEWELL R. DEAN

JULY, 1946

Radar, the wartime electronic development which has indicated it will provide a great boon to Great Lakes navigation by reducing or eradicating delay to ships from fog, was demonstrated at Cleveland, Detroit and Buffalo by the *Wanderer*, "floating laboratory" of the Sperry Gyroscope Company. Six makers of radar equipment have experimental sets on American lake freighters and this has permitted the vessels to proceed in heavy fogs. Already one company has placed a commercial set on a freighter and widespread installations are indicated for the next few years. Canada has its own experimental sets and will share information with the United States in perfecting radar as a new pilothouse aid. Efforts are being made to shorten radar "vision" to the short distances required in close-quarters navigation, such as passing ships, keeping within buoy-marked channel and entering harbors. Longer-range effectiveness of radar is unquestioned, but it is in the narrow waterway channels of the Great Lakes that ships now have to halt and await lifting of fogs. The United States Coast Guard shares in the development with experiments on types of reflectors which could be placed on buoys to make their appearance on the radar scopes more discernible. Developments so far with radar have led to predictions that within a few years it will take its place alongside—and possibly overshadow—the radiotelephone, the radio beacon and direction finder and the gyro-compass as another tremendous advance in navigation of recent years. The first radar equipment placed on a commercial lake ship was that of the Western Electric Company which was placed on the *John T. Hutchinson*, flagship of the Buckeye Steamship Company.

JULY, 1946

The Cleveland-Canada Steamship Company was organized in Cleveland and will inaugurate next year daily ship service for passengers and tourists' automobiles across Lake Erie. The company purchased two 170-foot vessels from the government and is rebuilding them for the trade. They served the United States Coast Guard on the lakes during the war in ice-breaking and tender work as the *Arrowwood* and *Almond* and prior to the war were the ferries *Cadillac* and *LaSalle* in the Detroit River trade. This service will aid extensively in the Lake Erie Vacationland program for Canadian and American tourist interests. Canadian terminus of the ships' run is to be Erieau, Ontario, with busses transporting the visitors to places of interest in the area.

AUGUST, 1946

This month marked the 50th anniversary for the Poe Lock on the American canal around the St. Mary's Falls of the St. Mary's River at Sault Ste. Marie, Michigan. It is the oldest and smallest of four parallel locks on the canal and currently occupies a standby status, being placed in use during times of vessel congestion in the canal such as results from heavy fogs in the area. This lock was dedicated on August 3, 1896. Construction was started in 1887 with Hughes Bros. & Bangs as principal contractors. It is 708 feet long between inner gates, 95 feet wide and has a low-water

datum level of 16.6 feet over the sills. The original width of 100 feet was reduced by reinforcement of the south lock wall in 1943 when the MacArthur Lock was being built adjacent on that side. Original depth over the sills was 22 feet. The lock was named for General Orlando M. Poe who was engineer-in-charge at the canal in 1870-73. Lockage of a ship through the Poe structure can be made in 10 minutes. The lock's maximum freight record for one day was established September 2, 1907, when it made 28 lockages to handle 49 ships (two ships for most of the lockages) of 160,179 registered tonnage and bearing 295,542 tons of freight.

AUGUST, 1946

The record pace in shipping of bituminous coal on the lakes, a result of the spring strikes setting back all commerce, reached 8,177,805 net tons in August. It was an all-time monthly high. This amount was placed aboard ships as cargo, plus 201,663 tons of fuel for the vessels' engines, at 17 docks located in 10 coal-loading ports on the south shore of Lake Erie. Not included were small amounts of coal shipped by three ports on Lake Ontario and one on Lake Michigan. The growth of the soft coal movement on the lakes has been steady whereas anthracite has been decreasing since the early 1900s. Since 1911, the bituminous movement grew from 22,537,359 net tons to 53,981,331 in 1944, the latter the all-time season high. In 1944 the soft coal shipped from Lake Erie was distributed as follows: Lake Superior ports—U. S. 20.24%, Canadian 2.98%; Sault Ste. Marie and St. Mary's River ports—U. S. 1.60%, Canadian 3.66%; Lake Huron and Georgian Bay ports—U. S. 3.05%, Canadian 2.93%; Lake Michigan ports (all U. S.)—28.09%; St. Clair River, Lake St. Clair and Detroit River ports—U. S. 17.40%, Canadian 1.89%; Lake Erie ports—U. S. 3.42%, Canadian 3.00%; Welland Canal, Lake Ontario and St. Lawrence River ports—U. S. .11%, Canadian 9.36%. The total was divided: 41,772,781 tons, or 77.38%, to American ports and 12,210,561 tons, or 22.62%, to Canadian ports. In addition during 1944 Lake Ontario's three coal shipping ports sent out 3,173,566 tons of the bituminous material (mostly to Canada) and Lake Michigan's one coal-loader, at South Chicago, handled 1,592,306 tons, all going to Canada.

AUGUST, 1946

Operations were suspended at the end of this month at the iron ore unloading dock at Fairport, Ohio, causing a serious industrial blow to one of the historic ports on Lake Erie. The docks were shut down by the Pennsylvania & Lake Erie Dock Co., a subsidiary of the United States Steel Corporation which has switched to other ports the ore which it unloaded at Fairport and forwarded by train to interior consuming furnaces. Henry Oliver, the Pittsburgh promoter, visited Fairport in 1885 and visioned the dock development at the mouth of the Grand River which was to help in pouring the rich Lake Superior mineral into booming steel mills of his home city district. The narrow gauge Painesville & Youngstown Railroad, now part of the Baltimore & Ohio rebuilt to standard dimensions in 1896 the 52 miles from Fairport to Niles, Ohio, to handle the heavy ore trains. Immigrant labor was recruited to build the Fairport dock and stayed on to operate it.

AUGUST, 1946

American shipping on the Great Lakes was slowed down when on August 15 it was caught in the circle of postwar strikes which has included nearly every major industry. The strike was called by the National Maritime Union, leading labor organization of American ocean seaman which had slight success in attempts to

organize the traditionally non-union lake sailor. The union demanded a 40-hour work week against the 56-hour one, seven days of eight hours each, in effect since 1937. As many as 100 ships were made idle at various times for various periods by crew members leaving them. But most of these tied-up ships were outside the bulk freighter fleet against which the strike was directed as an organization drive as much as efforts to reduce the work week. Companies restored ships to activity as soon as crews could be rounded out and the strike in general was concluded within two weeks with a compromise establishment of a 48-hour base week at sea, 44 hours in port and 40 hours during fit-out and lay-up periods. Crews continue to work 56 hours but receive overtime pay for time beyond the base weeks. Outbreaks of violence were scattered and minor during the strike. Canadian lake ships remain under government control (INLAND SEAS July, 1946, p. 204).

SEPTEMBER, 1946

The Port of Churchill, Manitoba, far up in Canada on Hudson Bay, completed another shipping year by sending out late this month the last two of six grain cargoes which comprised its season as a postwar revival. Churchill is of interest to Great Lakes shipping for it was established as a port, with a railroad extended northward from The Pas and a large government grain elevator constructed. The port is closer by rail haul to some of Canada's great wheat growing prairies than Fort William and Port Arthur on Lake Superior. Ships can clear Churchill direct to Europe in contrast to the two and three times export grain has to be handled, or transshipped, on the Great Lakes route. The drawback of the cheaper Churchill route is that its season is extremely short as ships must go far north into Arctic waters to enter Hudson Bay. The first 1946 ship arrived at Churchill early in August and the last one departed before the end of September. Ten weeks is considered the maximum season for the port. Canada established the northern route in 1931. When Churchill shut down for the war in 1939 it had shipped only 21,679,375 bushels of grain in nine seasons. Around 2,000,000 bushels left the port this season. Fort William and Port Arthur shipped 492,364,092 bushels of grain down the lakes in 1945.

SEPTEMBER, 1946

The passenger steamer *Alabama* was turned back to the Chicago, Duluth & Georgian Bay Transit Company by the Cleveland & Buffalo Transit Company after she completed two seasons of service out of Cleveland. The former flagship of the famed Goodrich line served the 1946 season of the Cleveland-Cedar Point excursion run. She required extensive rebuilding to carry the number of passengers desirable on a short run and the shorter work-week for seamen that resulted from the National Maritime Union strike increased her disadvantages from a business standpoint. A group of Cleveland business men revived C. & B. Transit in 1944 to purchase the *Alabama*.

SEPTEMBER, 1946

The freighter *E. J. Block* of the Inland Steel Company fleet made her trial run out of Lorain, Ohio, on September 16 after the first installation on the Great Lakes of diesel-electric propulsion. Diesel-electric drive has been very successful on the ocean in naval ships and harbor tugs. This type of propulsion is claimed to provide considerable increase in efficiency and economy in operation over other types. The reciprocating steam engine has been the favorite power plant on Great Lakes ships ever since the first propelled ships began to compete with the schooner.

NOTES

The Convict Ship Success

THE convict ship *Success*, exhibited at many lake and ocean ports within the last thirty years and known to thousands of Americans, was destroyed by fire on July 4, as she lay in Lake Erie Cove, off Port Clinton, Ohio.

Built in 1790 at Moulmein, Burma, the town familiar through Kipling's "*Mandalay*," she was entirely constructed of Burmese teak, one of the hardest woods known. She was 135 feet long, 29 beam, copper-fastened and treenailed throughout.

Originally an East India merchantman, she differed from most in having her own guns. Shotmarks of an encounter with a French armed vessel in the Bay of Bengal were still visible on her hull close to the water-line. Likewise the teakwood mainmast contained a dent left by a pirate's cannonball. Once she was captured by pirates, but soon recaptured by a fleet sent out by the East India Company.

In 1802 she was converted into a transport for prisoners bound for Australia, remaining in this work for fifty years. Those were the days when stealing was punished in England by transportation to Australia for a term never less than seven years, often much more. The cruelties perpetrated upon the unhappy prisoners below far surpassed those visited upon the cargo of the slavetrading ships, for slaves had economic value if delivered in good condition, and convicts had none. Visitors to the *Success* in her latter

days on display shuddered at the heavy chains, the black holes and the instruments of punishment used at the Officers' whims.

In 1852, when transportation was abolished, the *Success* became a prison hulk, anchored in Sydney Bay. The better to isolate her and discourage attempts at escape, a cordon of buoys was moored round the yellow-painted hulk, seventy-five yards away. Anyone passing the circle without proper authority was liable to be instantly shot.

In 1868 she was abandoned as a prison hulk. For a time she was used as a women's prison. Later she became a storage ship for powder.

In 1885 the *Success* was prepared for exhibit in Sydney, but maliciously scuttled, went to the bottom, where she remained for nearly five years. Then she was raised and began the tours which carried her around the world and on thousands of miles. For some years during the Cleveland Exposition of 1935-36 and after, she lay off East Ninth Street, in curious company with the flagship that carried Admiral Byrd to the Antarctic. Later she was to be seen off Sandusky, apparently abandoned by her owners. Finally taken in hand, she was being stripped of valuable parts when her unexplained ending came on July 4, the Day of Freedom witnessing the last of a vessel which had lived more than half her life as a prison.

Another Columbia

THE NAME "Columbia" has occurred frequently in Great Lakes lore. As far back as 1855 a young shipping clerk in the north country, by name Peter White, consigned the first cargo of ore to the lower lakes. This cargo was carried down on the brig *Columbia*.¹ In the eighties there was a big wooden steamer of the two stack side-by-side type named *Columbia*. And all Detroiters know the big "Bob Lo" ferry *Columbia*. There have been several others of the same name of lesser note on the lakes. But I wonder how many ship fans know the *Columbia* which lies in state at the foot of Washington Boulevard in downtown Chicago. This *Columbia* is a fine old hull with a small superstructure amidships, and serves as the home of the Columbia Yacht Club.

Back in 1883 the new pride of the Detroit and Cleveland Navigation Company was the iron sidewheeler *City of Mackinac*. She was built at Wyandotte, and measured 215 feet in length and was driven by a Fletcher beam engine. She sailed in the Coast Line between Detroit and Mackinac Island until 1893 when a larger ship of the same name replaced her. Renamed the *State of New York* she became one of the first ships in the Cleveland and Buffalo Line. She ran out of Cleveland, first to Buffalo, and later to Put-in-Bay and Toledo until 1920. In that year she was sold to the Goodrich Transit Company of Chicago;² and was renamed *Florida* in keeping with her new owner's tradition of naming ships after states ending in "a". The vessel was a favorite with Chicagoans during her ten years there, where she operated on the Michigan City excursion

sion and later as a ferry between downtown and Jackson Park on the south side.

Back in Detroit in 1930, she ran with the *Tashmoo* for a year or two on the St. Clair River. She returned to Chicago and during most of the season of 1936 lay anchored in the outer harbor, apparently abandoned. About this time the Yacht Club bought her, had her engines and superstructure removed, a new upperworks put on and gave her their own name. This veteran of three well known Great Lakes steamship lines lies in her quiet haven, all but unknown and forgotten.

REV. EDWARD J. DOWLING, S. J.

An Honored G. L. H. S. Member

LOUIS CARLTON SABIN, the veteran vice-president of the Lake Carriers' Association at Cleveland and a trustee of the Great Lakes Historical Society, has received a new honor. At a surprise luncheon given on September 12, 1946 by local friends, out-of-town shipping representatives and Army Engineers he was presented with a certificate of appreciation from the War Department. The citation read:

"As vice-president of the Lake Carriers' Association his knowledge of and advice in the analysis of navigation needs, particularly in the vital St. Mary's Falls Canal area, and direction of policy in the management and control of cargo carriers in the Great Lakes resulted in the movement of iron ore and other critical materials in quantities which surpassed all previous records; thus contributing to the victorious conclusion of the war."

Two years ago Mr. Sabin received the

1 See "The Brig Columbia" by C. S. Metcalf, INLAND SEAS, July 1945, p. 42-45.

2 See "The Goodrich Line" by R. G. Plumb, INLAND SEAS, April 1945, p. 18-24.

Security Shield of Honor of the United States Coast Guard.

Mr. Sabin was general superintendent of the American locks at Sault Ste. Marie, Michigan, 1906-25 and one lock bears his name. Colonel D. O. Elliott, Great Lakes division engineer for the War Department, presented the citation to Mr. Sabin in Cleveland September 12.

On August 1 Rear Admiral Lyndon Spencer, United States Coast Guard, retired, joined the association as a vice-president to share some of the duties carried by Mr. Sabin. The admiral received awards from the American and French governments for World War II services as commander of the assault transport flagship U.S.S. *Bayfield* in the Normandy and Southern France invasions.

Dr. Fuller Retires

THE Michigan Historical Commission has to regret the retirement of its secretary of thirty years' standing, Dr. George N. Fuller. A graduate of Michigan and of Harvard, he began his career as high school principal at L'Anse, Michigan, but soon went into historical society work.

He has edited the *Michigan Historical Magazine* since 1917, and is the author of many books on his native state, among them being *Historic Michigan* and the *Centennial History of Michigan*. His home is in Lansing.

Lighthouses

THE Great Lakes Historical Society has just received as a gift from the Mariners' Museum of Newport News, Virginia, their latest publication, *Lighthouses and Other Aids to the Mariner*.

This is the catalogue of an exhibit of models, lifeboats, relics, and pictures from ancient to modern times, dealing with lighthouses, lightships, tenders, lifesaving and other Coast Guard material. Like

all the Museum publications, it is attractively printed and illustrated with a list of books on the subject. There is a brief historical foreword by Frederick F. Hill, director of the Museum.

The survey begins with the Pharos, the famous lighthouse of ancient Alexandria, one of the Seven Wonders of the World, said to be over 450 feet high and throwing its light for a distance of 100 miles. The oldest lighthouse of which more definite information is available is that of Genoa, established before 1129. The oldest on this continent is the Louisburg lighthouse in Nova Scotia, which goes back before 1758.

The collection of minor material includes such items as guns and other signals, fog horns and speaking trumpets.

This is a very desirable addition to a collector's library.

What Is a Ship?

JUSTICE BROWN, of the Supreme Court of the United States, in 1927 ruled on the exact nature of a ship.

"A ship is born, when she is launched, and lives so long as her identity is preserved. Prior to her launching she is a mere congeries of wood, iron, and steel, an ordinary piece of property, as distinctly a land structure as a house and subject only to mechanics' liens created by state laws and enforceable by state courts.

"In the baptism of launching she receives her name and from the moment her keel touches the water she is transformed and becomes a subject of admiralty jurisdiction. She acquires a personality of her own, becomes competent to contract, and is individually liable for obligations upon which she may sue in the name of her owner and be sued in her own name. She is capable too of committing a tort and is accountable in damages therefor." *The Marine Review*, 1927.

MARIE GILCHRIST.

The Grandee Again

The following letter has been received from Dr. Thomas H. Langlois, Director of the Franz Theodore Stone Laboratory at Put-in-Bay, Ohio. His article "Herring Fishery on Lake Erie" appeared in INLAND SEAS, April 1946.

THE July issue of INLAND SEAS contains an article by Rideout entitled "Grandee of the Erie Isles." This interested me very much, because I have been preparing a history of the South Bass Islanders, and I am sorry to say that I have found a number of errors in the above article. Most of these have been perpetrated before and are therefore merely repeated, but there should be a correction noted somewhere. Specifically:

(1) Alfred P. Edwards was not a brother of Ogden Edwards. The family of Pierpont Edwards consisted of four children, John Stark, Ogden, Henrietta, and Susan. In 1810 Pierpont Edwards transferred title to the Bass Islands to the joint ownership of his two sons, John Stark and Ogden. John Stark Edwards came to Ohio in 1799 but Ogden remained in Connecticut. John sent Seth Doan to clear land and plant wheat on South Bass Island in 1811, and John started for the islands in January, 1813, to see what damage had been done by the invading Britishers. He failed to reach the islands because of floods at Lower Sandusky (Fremont), but he got wet and died of pneumonia on January 24, 1813. His young widow, a daughter of General Lewis Morris, remarried to Louis Montgomery, and neither she nor her son, William Edwards, was concerned further with the islands. Ogden maintained a series of caretakers on South Bass Island, but there is no indication that Ogden derived any benefit from his investment until 1831, as noted below.

(2) Ogden Edwards borrowed several thousands of dollars, using the Bass Islands as security, between 1831 and 1836. Alfred P. Edwards bought up the entire series of these mortgages, and forced a sheriff's sale in October, 1836, at which he bought the islands for about \$7000. The white "Mansion House" was built for Alfred P. Edwards, and it dates therefore sometime after 1836, not in 1822 as stated.

(3) Philip Vroman first saw the islands in 1843, and began working in 1844 for Alfred P. Edwards. He married in 1857 and returned to the island as permanent resident in 1858, not in 1838, as stated.

(4) DeRivera's daughter's name was Daussa, not Danssa.

(5) DeRivera's letters in my possession show equal fluency in both English and Spanish. His letters to Spain all refer to business matters except a few about his sons in school there, but his letters to Porto Rico are to his sister, Ana Josefa, and to dear friends. In one of his ledgers he refers to his seventh trip to Europe, not to his homeland. These might be interpreted as indications that he had stronger ties with Porto Rico than with Spain, regardless of where he might have been born.

DeRivera's financial ruination probably came in 1886, because on July 16, 1886, the court appointed local resident Valentine Doller, as Trustee of the De Rivera properties to protect his creditors. Doller resigned this post in 1892, five years after DeRivera's death, having failed to settle the estate, and the court then appointed Judge W. F. Lockwood to finish the task.

DeRivera's family consisted of seven children by his first wife, Josephine, and one by his second wife, Rachel. His daughter Josephine married W. A. Ros, and their two daughters, Josephine and Dolores, inherited some of the land on South Bass Island. Another daughter,

Belle, married Vasquez, and Vasquez inherited some island property. Still another daughter, Annie, married Dr. Alexander Daussa, a wealthy Spaniard, and the Daussa inheritance was greater than the others, which suggests that possibly they had rendered some financial aid during the crisis. No descendant of DeRivera now owns any island property.

Great Lakes Pictures

PROGRESS has been made with respect to plans for the formation of a committee to handle the collection of pictures of Great Lakes ships and shipping as announced in the July issue of *INLAND SEAS*. Suggestions regarding the scope and activities of such a group are welcome and should be addressed to the chairman, L. A. Pomeroy, Jr., care of National Malleable and Steel Castings Company, 10600 Quincy Avenue, Cleveland 6, Ohio.

Great Lakes Pioneers in Medicine

UNDER the above title Stellanova Osborn whose poem appears in this issue (Page 235) has written the story of the pioneer doctor parents of Chase S. Osborn, her father, the distinguished one-time governor of Michigan and one of the most famous members of the Great Lakes Historical Society. The article appears in the *Alexander Blain Hospital Bulletin* for August, 1946, published at Detroit. From a background of family tragedy both of these young pioneers of sturdy early American stock determined to study medicine. Doing so they led courageous and successful lives through the vicissitudes and hardships of pioneer living in the mid-century of the Middle West. Here is a fascinating tale of two brave and brilliant Americans whose courage and talents created the Lake

Country. A biographical sketch and portrait of Chase S. Osborn follows the first article.

Washington Island

THE PICTURE on page 253 of this issue of *INLAND SEAS* was taken during the November gale of 1913 and it is Washington Harbor, on the north side of Washington Island, Wisconsin, the largest and deepest of the four harbors on the Island.

The little schooner at the left is the *Stevens*, loaded with potatoes, the barge is the *Halstead*, and over at the west dock, if you look closely, can be seen the schooner *Challenge*, which was also loaded with potatoes.

The life savers from Plum Island stood by on the beach, near the *Stevens*, thinking for sure she would break her anchor chain and come ashore. How she weathered the gale was a surprise to the natives in the harbor, as at times she was completely buried in the breakers. She proved herself a sturdy little craft.

The *Halstead* broke or pulled out her hawse pipe and came ashore; she was later taken off and used in carrying lumber for the Smead Box Company of Cleveland. I think she was owned by Ellenberger of Lakewood. In the same storm, the wooden steamer *Louisiana* drifted ashore on the east side of the harbor. I saw her keel and frames still there the last time I visited the Island in 1941.

Years ago there were two docks in the harbor; the west dock known as the "store dock," where the passenger boats landed, the old Goodrich line had three boats call there a week, and nearly every day the Hart boats called. The east dock was the "wood dock." During the winter, thousands of cords of wood were cut and hauled out, then shipped during the summer in sailing vessels.

The holding ground is excellent in the harbor—a sticky day and the depth of water averages about eight fathom, with deep water close to the shore.

This is also the harbor where La Salle's schooner the *Griffin*, the first sailing vessel on the Great Lakes, built in 1679, was last seen, on her last port of departure.

A new ferry for the Island was just recently launched at Kewaunee, Wisconsin and named the *Griffin*.

Fishing has been the principal source of income for the Island until the last 10 years. Some of the larger rigs have now moved to Kenosha and Waukeegan. The best fishing ground on Lake Michigan is around Washington Island, and always was until the smelt were planted in the Great Lakes. I have talked with some of the old time fishermen and they are of the opinion that the smelt are not feed for the trout as intended when introduced in the lakes.

Resort business is no small part of the income for the Islanders. There are several hotels and the harbors and shore are dotted with cottages. The resorters are mostly from Chicago and St. Louis.

Washington Island was a favorite abode for the Indians. Nowhere else in the state of Wisconsin are to be found so many of their village sites, cemeteries, mounds, and corn fields. There is here such a wealth of Indian remains that, as one archaeologist says, "There is little left to desire."

When the Middle West was opened up the immigrants came by boat to Green Bay, which was the Western terminus at that time, and Washington Harbor was a regular stopping point where furs and salt fish were loaded.

I can remember back at least 50 years and at that time there were old cribs around the harbor, where at one time there had been docks, and there were also foundations of homes.

Likewise I can recall, when it was not unusual, during the fall, to see a dozen wooden steamers and tows lying for shelter in Washington Harbor. Among the frequent visitors were the *Cherokee* and barge *Chippewa*. Other old timers that I can remember were the *Fred Mercer*, *Pasadena*, *Grover*, *Bulgaria*, *Falcon*, and *Whittaker*. Nearly always these steamers had a barge or two in tow.

Escanaba, one of the first ore shipping ports on the Great Lakes, is 25 miles north of the Island. Leaving Escanaba and going across the foot of Lake Michigan in southerly winds was anything but good going, so this harbor on the Island was a fine place for shelter.

Rock Island, which is at the foot of Green Bay, is a very close neighbor of Washington Island and has a light house on the northwest end on top of a bluff 159 feet above the water. This light was built in 1837 and is one of the oldest on the upper lakes.

At one time Rock Island had a thriving community on the northeast side and ruins of houses can still be seen there. It is said there were also several cooperage shops in the early days. Now this Island is owned, except the light-house grounds, by the Thordasons of Chicago and their homes are the only dwellings there, along with one of the finest boat houses on the lakes.

—J. M. JOHNSON.

George E. Hardy

AN ENTHUSIASTIC supporter of Toledo port development and the St. Lawrence waterway was lost when George E. Hardy died on September 6, 1946. Seventy-six years old, Mr. Hardy had worked for both causes most of his life.

The Great Lakes Historical Society owes several members to the unflagging energy of Mr. Hardy.

Lake Erie Erosion

THE American Shore and Beach Preservation Association, which takes all coastlines under its jurisdiction, considered lake erosion at its 1946 convention. Held at Cedar Point, Ohio on August 13, 14 and 15, it considered primarily the eroding activity of Lake Erie.

Speakers included Dr. Arthur E. Morgan, former president of Antioch College and director of the TVA, whose subject was "Permissive Conservancy Legislation for Beach Erosion Control." Colonel Frank A. Pettit, army division engineer at Detroit, read a paper on "Lake Levels." This was followed by a panel discussion, participated in by Robert Kingery, general manager of the Chicago Regional Planning Association, Colonel Herbert D. Vogel, army division engineer at Buffalo, and J. Spencer Smith, president of the American Shore and Beach Preservation Association. Among the speakers at the banquet was United States Senator James W. Huffman of Ohio. The meeting wound up with an illustrated talk by William H. Gould of the Ohio Department of Public Works, on "Shore Erosion of Lake Erie."

Isle Royale

Geographic Influences on the History and Development of Isle Royale, Michigan, by Dennis Glen Cooper of Mount Clemens and Detroit, Michigan, is a pamphlet that has been given by the author to the Great Lakes Historical Society. Appearing originally in the *Papers of the Michigan Academy of Science, Arts and Letters*, it is now reprinted. It is virtually a history of Isle Royale and therefore fills a gap.

Mr. Cooper says that it was Benjamin Franklin who gave the island to the United States. Having heard tales of the copper to be found near Lake Superior, he insisted, when drawing up the peace

treaty with England which ended the Revolution, on curving the boundary line between Canada and the thirteen colonies in such a way as to put Isle Royale on the south side of the line.

There are attractive pictures of scenic spots and a physiographic map.

The Great Lakes in Print

An Index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.

The Canadian Historical Review, June, 1946, p. 150-162. Luring Canadian Soldiers into Union Lines During the War Between the States, by Marguerite B. Hamer.

New York History, July, 1946, p. 352-364, plates. Journal of a Tour from Riverhead, Long Island, to the Falls of Niagara in June 1831, by Moses C. Cleaveland, edited by N. R. Howell.

Northwest Ohio Quarterly, July, 1946, p. 114-125. Winthrop Sargent and the American Occupation of Detroit, by Benjamin H. Pershing.

The Ohio State Archaeological and Historical Quarterly, July-September, 1946, p. 283-287. Sir William Johnson's Journey Around Lake Erie, by Cathaline Alford Archer.

Travel, July, 1946, p. 10-13, illus. Leviathans of the Great Lakes, by Henry F. Unger.

Wisconsin Magazine of History, June, 1946, p. 402-406. Two Wisconsin Map Makers, by Alice E. Smith.

September, 1946, p. 78-84. The Location of La Pointe, by Charles Corcoran.

Steel, June 10, 1946, p. 62. Bulk Freight Tonnage on Great Lakes, 1924-1945, tabulation.

This Month's Contributors

BERT C. BRENNAN of Saginaw, Michigan, wrote "Fighting Ships from Bay City" in the July, 1945, issue of INLAND SEAS.

R. A. BROTHERTON, a civil engineer, of Negaunee, Michigan, is a frequent contributor to INLAND SEAS.

WADE C. BROWNE, a Cleveland bookseller, is on the membership committee of the Great Lakes Historical Society.

REV. EDWARD J. DOWLING, S. J., a teacher at the University of Detroit, was the author of "The Vanishing Fleets" in the January, 1946, issue.

ROY F. FLEMING of Ottawa is a trustee of the Great Lakes Historical Society who last year wrote for INLAND SEAS on "Paul Kane, Painter of Great Lakes Indians."

CAPTAIN J. M. JOHNSON was born and raised on Washington Island of which he writes and is captain of the steamer *Captain John Roen*.

ROGER M. JONES commanded a PT boat in the Pacific, was aide to Admiral Davis, and commander of the Naval

Armory at Washington. In October 1945 he brought a PT boat to Chicago for maneuvers.

P. W. McDERMOTT is in the General Reference Division of the Cleveland Public Library and is compiling a bibliography of this library's books on the Great Lakes.

LIEUTENANT I. S. H. METCALF is a teacher at the Citadel in Charleston, South Carolina, with a Great Lakes upbringing.

T. O'MEARA is editor of *Tracks*, Chesapeake & Ohio Lines Magazine.

STELLANOVA OSBORN is author and poet, daughter of Chase S. Osborn.

A. T. ZILLMER, the former secretary-treasurer of the C & B line, concludes his history of the company.

Of the members of the Cleveland Public Library staff who have contributed to this issue, M.S.M. is Minnie Sweet Monti of the Order Department, M.S. is Mildred Stewart, head of the Technology Division, and J.W.B. is Jay W. Beswick of the Literature Division.

QUESTIONS AND ANSWERS

INLAND SEAS offers to publish questions from its readers about the Great Lakes and in turn asks them to send in answers to published queries.

(11) On the map of John Farmer, dated 1826, there is a speck of land called "King's Pickpocket Island," lying in a northeasterly direction from Cedar Point.

The old maps comprising the wonderful collection in the Canadian Archives do not show it, and the French maps in the Bibliotheque Nationale in Paris made

no mention of it. Can any reader of INLAND SEAS designate this island and explain the name?

—Mrs. Grant Rideout.

(12) In book "*D'Arcy McGee*" by Alex. Brady, it is stated that previous to his coming to Canada in 1857, this noted Irish orator and statesman "had summured at Lake Huron." Would some historian tell the inquirer when, where, and the circumstances this visit was made to the Great Lakes?

—Roy F. Fleming.

Book Reviews

THE NORTHLAND, ONTARIO, by O. T. G. Williamson. Illustrated by Evan Macdonald. Toronto, The Ryerson Press, c1946. \$1.50.

For centuries after the white man came to the New World, northern Ontario was largely disregarded and virtually unknown, looked upon as a profitless, rocky waste. A survey conducted by the government in 1900, however, revealed surprisingly great potentialities. Here was a land rich in mineral resources, with large areas of fertile soil, blessed with abundant sunshine. The possibility of harnessing streams for electric power was recognized, and fears regarding the depletion of timber were allayed. Of course transportation was to be an all-important factor in the development of these potentialities; people who had lived there in the 1880's and 1890's were so isolated that they led a very precarious existence. But in 1902 construction of a railroad from the Great Lakes region into the north country was begun, and the way was thus opened for rapid progress. Today there are many fine farms, and prosperous communities are growing up around paper mills and saw mills, fed by hydro-electric energy.

Mr. Williamson, whose thorough first-hand knowledge of this alluring country qualifies him to speak with authority, tells the story of its development and describes the character of the land, its people, its industries, and its possibilities. In addition to some general background material, separate chapters are devoted to such subjects as the building of railroads, agriculture, mining, forestry, pulp and paper industry, hydro-electric power, and opportunities for making trips and other recreation. Much stress is laid upon the need for more vigorous development in the future. While a solid foundation has been laid for building an enduring economy, it is pointed out that not half the resources have as yet been tapped, and there is still some pioneering to be done in this "land which promises much and makes good its promises."

Evan Macdonald's attractive drawings add atmosphere and charm to an already romantic story. Unfortunately there is no map. For so slim a volume, it contains a wealth of information. It presents a colorful and inviting picture of this "country with a personality," and the author's enthusiasm for his subject becomes catching. Here indeed is a sales talk that has conviction.

—J.W.B.

THE COMPLETE CRUISER, by Brandt Aymar, New York, Greenberg, 1946. \$3.50.

This book begins with the impressive statement that, "if you can add, subtract and read a railroad timetable with reasonable accuracy, you can easily learn celestial navigation in less than two weeks of not too hard labor." Brandt Aymar sets out with obvious confidence to prove his case. He wastes no time. His explanations are unfailingly lucid and his illustrations easy to follow.

Of course, John Hamilton Moore and Nathaniel Bowditch, who followed in his wake, didn't command the mechanical contraptions or the compensated tables which Mr. Aymar's disciples are expected to use. You've got to give these giants of the past

credit for figuring things out. You will thank Mr. Aymar for showing you the short cuts.

But there's lots more than navigation in *The Complete Cruiser*. The author not only tells you how to get there and get back; he also presents no end of worthwhile information on the rules of the road, the legal and other obligations which you assume when you set out to sea; on how to use charts, keep track of tides and currents and generally to conduct yourself afloat. Then there's advice on choosing, equipping and maintaining a cruiser.

When first you page through *The Complete Cruiser* it is likely to look pretty formidable but that impression won't prove lasting. The chances are you'll want to look up Mr. Aymar's earlier volume, *Cruising is Fun*.
—I.S.M.

BY CROSS AND ANCHOR, THE STORY OF FREDERIC BARAGA ON LAKE SUPERIOR, by James K. Jamison. Patterson, New Jersey, St. Anthony Guild Press, 1946. \$2.50.

James K. Jamison knows the Ontonagon country thoroughly. His earlier book, *This Ontonagon Country*, was reviewed in INLAND SEAS for July, 1945. Now he has written the life of one of the chief figures of its past, Frederic Baraga, Roman Catholic missionary to the Ojibway Indians and Bishop, first of the diocese of Sault Ste. Marie and Marquette, later of Marquette.

Baraga was a Slovenian priest of Laibach, Austria. An impelling urge to bring Christian teachings to ignorant and far-away peoples carried him in 1835 to the shores of Lake Superior, then inhabited for the most part only by traders and Indians.

First at La Pointe, Michigan, and later at L'Anse at the foot of Keweenaw Bay (now the seat of Baraga County, Michigan), he brought religion and the spirit of humanity to the poverty-stricken and whiskey-cursed Indians. Reverenced by them, he was a beacon-light of civilization in an almost empty country, down to his death in 1868. The necessities of his work made him a scholar also; his textbooks of the Ojibway language are still used.

Philo Everett and Douglass Houghton, well-known to readers of INLAND SEAS, are among the characters in Mr. Jamison's story. He has told his tale simply and well. The book should interest older boys as well as grown-ups. He disclaims responsibility for the illustration representing the *John Jacob Astor* as a steamboat!

—G.W.T.

HISTORY OF THE MODERN AMERICAN NAVY FROM 1883 THROUGH PEARL HARBOR, by Donald W. Mitchell. New York, Alfred A. Knopf, 1946. \$4.50. Toronto, Ryerson Press. \$5.00.

While there have been numerous works dealing with various phases of the modern United States Navy, in addition to a wealth of memoirs and narratives of particular naval exploits, it remained for some competent scholar to synthesize the essential facts and to fill in the gaps, presenting the material in such a manner that the layman can understand it. Donald W. Mitchell, who from childhood made it a point to read all available literature in the field, has performed this task brilliantly. The result is a general comprehensive history that embraces practically every aspect of the subject—governmental legislation, administrative policies, organization, personnel, construction of warships, etc., as well as actual naval operations.

Following a brief survey of the low state of affairs after the Civil War, the book traces the development of the Navy in some detail from the modest act of Congress

in 1883, authorizing the building of four cruisers, down to the Japanese attack on Pearl Harbor and the resulting investigations. Both the Spanish-American War and World War I are treated adequately, but without being overemphasized at the expense of other important activities during peacetime. Considerable attention is given to the role of the Navy in diplomacy, a phase that has perhaps been somewhat neglected. Also of particular interest are chapters dealing with naval aid in polar exploration and with the life and literary work of Captain Alfred Thayer Mahan, who is referred to as "possibly the most influential officer ever to wear the uniform of the American Navy."

The material is extremely well organized and well rounded. The Navy is treated not as an isolated thing, but always as an inseparable part of a larger picture of United States history. Mr. Mitchell not only records the facts, but he interprets them in the light of their historical significance and is fearlessly critical, extending praise where praise is due and blame where he feels it is justified.

The illustrations, chiefly photographs of men and ships, are excellent, and there are a number of useful maps.

—J.W.B.

ELECTRONIC NAVIGATIONAL AIDS. Washington, United States Coast Guard, Public Information Division, 1945. Not for sale.

An illustrated pamphlet on radar and its less familiar cousins, loran and racon. Loran, as navigators know, stands for LONG RANGE Navigation, by means of radio signals transmitted from stations of known position. It makes possible the accurate determination of position at 1,400 nautical miles away from transmitting stations during the night, and 750 nautical miles by day. Its fundamentals are described in such a way as to answer the questions oftenest asked of the Coast Guard.

The second part deals with radar, and includes the racon or electronic beacon. The racon information is not listed in the table of contents, nor is the term given in the useful radar glossary; it has to be dug out by the searching reader.

A worth-while pamphlet which will tide over the inquiries for a few years, by which time technical progress will probably require a revised edition.

—G.W.T.

IRON LAND by Dorothy Ogle and M. Goodwin Cleland. New York, Doubleday & Company, 1946. \$2.75.

This historical novel, whose setting is the region north of Duluth, is the story of the Rowntree brothers and their search upon return from the Civil War for fortunes first in Lake Vermilion gold, then in iron ore. It was rumors of gold that brought them to the head of the lakes and the trading post called Superior where prospecting parties were fitting out for Lake Vermilion.

The song was heard continually:

"Oh-o-o-o! we get a lot of bumps
On Superior stumps
But we're going to make a million
When we get to Lake Vermilion."

Of course they did not find it. A few thought more of the possibility of finding iron ore than gold; it had been known for some time that this was mineral land. All the land north of Duluth was unsurveyed, timberland would bring a man a decent living, and there was the thought that his lumbermill might be on the top of a vein of iron. Sharks and their land deal were rampant. A few made money but many lost it. The local newspapers might print editorials such as: "We are convinced that Vermilion

Lake and the Mesabi Heights regions form a continuous belt of iron ore. Three scientific parties have given it critical examination, and the discovery is a mass of one hundred miles or more in length, a mile in breadth, unknown in depth, and important beyond our poor comprehension." But Jay Cooke with other financiers were more interested in the Northern Pacific railroad than in the possibilities of iron ore being found in large quantity in the Mesabi.

One of the Rowntree brothers remained in Duluth, owning property and helping to build up the city while the other doggedly stuck to prospecting. Duluth and Superior grew from trading posts to great cities in the thirty years of the story. A canal was made through Minnesota Point, a breakwater was built, for, "We must have a mighty harbor for the mighty ships that will carry our mighty loads of iron —when we get around to digging it out."

This story of the Rowntree brothers who loved the same girl is interwoven with the development of the iron country from 1860 to 1890, its cold winters and quick summers, its stalwart lumberjacks and wily promoters who hesitated at neither force nor fraud to obtain valuable land. It is a rapidly moving book in which Minnesotans in particular will take much pleasure.

WADE C. BROWN.

BUILDING THE SMALL BOAT, by Cliff Bradley, New York, Macmillan, 1946. \$1.95.

This is a book for the amateur, the beginning boat builder. It supplies detailed general instructions, devoting one chapter to each, on such subjects as: Building to a design, laying down, getting out the parts, setting up the frame, planking, finishing, and plywood. The last four chapters give plans for four boats, a 12 foot fishing skiff, *The Ibis*; a 13 foot sailboat, *Lucky Bird*; a 15 foot outboard utility boat, *Bluegill*; and an 18 foot motor boat, *Troller*.

The book will remind readers of: Crosby, W. F., *Amateur boat building* (New York, Rudder Publishing Company, 1941), though it does not include plans, and Monk, Edwin, *Modern boat building* (New York, Scribners, 1939); also, Chapelle, Howard Irving, *Boatbuilding* (New York, Norton, 1941). Any of these would be useful to the beginner building his first boat.

—M.S.

BATTLE STATIONS! Your Navy in Action. Wm. H. Wise & Co., Inc., New York, 1946. \$3.95.

This is a photographic epic of the naval operations of World War II told by the great admirals who sailed the fleet from Norfolk to Normandy and from the Golden Gate to the Inland Sea.

This is the authentic story of the Navy's part in the victory in World War II. It consists chiefly of official photographs, some of them in color. In addition to those taken by our own photographers, there are some from German and Japanese sources. Many of the photographs were taken from the air, and are well interpreted in the text. A reading glass is helpful in studying the details.

Each photograph is accompanied by a full explanatory text. There is a brief account of the beginning of our Navy, John Paul Jones' summary of the qualifications of a Naval officer, and a few early pictures, including his own ship, the *Ranger*. Perry's landing in Japan and the Spanish-American war are briefly covered.

Then came the invasion of Poland, the French surrender, the political and military events which brought us into the world conflict, Pearl Harbor, and the far-flung

campaigns, Atlantic, Pacific and Mediterranean. Each battle and campaign is shown on a map, and is briefly chronicled by the admiral or other officer who was in command. These accounts give the reader a real understanding of what our Navy has done, and how much we owe to it.

The book does not cover all naval movements in detail nor name all the ships involved, which no one volume could do, but it covers all the major and many of the minor battles and engagements, and is very well indexed.

A list of the winners of the Congressional Medal of Honor is included, as well as lists of the naval losses suffered by the United States, Germany, Italy and Japan. There is an excellent statement by Admiral Nimitz concerning plans for the postwar Navy.

The last sentence of the letter written to the Marines by General Alexander A. Vandergrift, their commander, when he was leaving Guadalcanal after that desperate campaign was crowned with victory, might well apply to all the Navy.

"I say that at all times you have faced without flinching the worst that the enemy could do to us and have thrown back the best that he could send against us."

—M.S.M.

CHESAPEAKE CRUISE, edited by Norman Alan Hill, Malcolm Westcott Hill, Hooper Edmondson, F. R. Vernon Williams. Baltimore, George W. King Printing Company, 1944. \$5.00.

This is an earlier companion volume to *Florida Cruise*, and is a similar agreeable mixture of past and present, lightly told and well illustrated. The two books have in common lists of galley and cabin gadgets, supplies, helpful books, suggestions for canned goods, recipes for sea foods and mixed drinks. The *Chesapeake Cruise*, being the earlier volume, offers four less food recipes and one less cocktail formula. The Big Andy cocktail was evidently a 1945 addition, and is found only in the *Florida Cruise*. It is to be hoped that the writers will compile a similar *Great Lakes Cruise*, which will show what later culinary and beverage wonders have developed since the two books in hand.

—G.W.T.

FLORIDA CRUISE, edited by Norman Alan Hill, F. R. Vernon-Williams, Andrew Noel Trippe, Malcolm Westcott Hill and J. King Horner. Baltimore, George W. King Printing Company, 1945. \$5.00.

This isn't the story of a cruise. Nothing like that. Rather it is a collection of stories, magazine articles, etc., about Florida; good stories, too, the kind that provide first rate publicity for the state. Californians won't care much for it, but yachtsmen and fishermen from the Great Lakes area will eat it up and so will a lot of other people.

Editor Hill tipped his hand when he led off with a survey of the state by the executive vice-president of the Florida State Chamber of Commerce, but that's no reason to lay the book down. Next comes a brief history of the peninsula. After that come fishing stories with a real kick in them, stories of trips on inland waterways and in the Caribbean, descriptions of various parts of the state, and suggestions in regard to what one ought to do and see, yes, and drink, in those parts.

There are, indeed, some thirty-odd articles in the book's 430 pages and the best part of 150 carefully selected pictures.

If you've been in Florida or plan to go there, you'll be interested in *Florida Cruise*. The fact that it is press agent stuff won't worry you in the least.

—I.S.M.

THE GREAT LAKES HISTORICAL SOCIETY

IS A NONPROFIT ORGANIZATION SPONSORED BY THE CLEVELAND PUBLIC LIBRARY

Its objectives are to:

Promote interest in discovering and preserving material on the Great Lakes and the Great Lakes area of the United States and Canada, such as books, documents, records and objects relating to the history, geography, geology, commerce and folklore of the Great Lakes.

Centralize information regarding such collections through the cooperative efforts of local historical societies and libraries throughout this area.

Sponsor an inclusive bibliography or finding list of materials on Great Lakes history and historical material scattered over the entire area and to be found in public, private and college libraries, in historical societies and religious institutions of the United States and Canada.

Publish INLAND SEAS, a quarterly bulletin containing articles and memoranda pertinent to the interests of The Great Lakes Historical Society and those interested in the history and commerce of the Great Lakes.

The Great Lakes area is the richest in the world, with a fascinating and romantic history. The Society is working for public appreciation of the courage, enterprise and sacrifice of our people who built up this great region and for permanent preservation of its history.

Annual membership fees of the Society are used for the publication of INLAND SEAS, for costs of preparation of the Lakes bibliography, and for any other projects approved by the Board of Trustees.

It offers three types of membership: Life (individual or organization), \$100.00; Sustaining (individual or organization), \$10.00 or more annually; Annual Membership (individual or organization), \$5.00 annually. Please make checks payable to The Great Lakes Historical Society, 325 Superior Avenue, Cleveland 14, Ohio.

Officers

ALVA BRADLEY, *President*
CLARENCE S. METCALF, *Executive Vice-President*
DONNA L. ROOT, *Secretary*
LEO P. JOHNSON, *Treasurer*

Trustees

JOSEPH E. BAYLISS
JOHN J. BOLAND
ALVA BRADLEY
GEORGE CUTHBERTSON
CAPTAIN R. W. ENGLAND
ROY F. FLEMING
CHARLES E. FROHMAN
MILTON S. GALLUP
FREDERICK F. HILL

CAPTAIN ROSCOE HOUSE
CAPTAIN H. C. INCHES
HARRY C. KENDALL
E. J. KULAS
JOHN A. LOWE
A. A. MASTICS
WILLIAM A. McDONALD
CLARENCE S. METCALF

LAURENCE H. NORTON
CHASE S. OSBORN
CLARENCE B. RANDALL
O. A. REYNOLDS
LOUIS C. SABIN
C. W. STAGE, JR.
GORDON W. THAYER
DR. WAYNE L. TOWNSEND
JOHN S. WORLEY

